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Report of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa

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NOTE

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[9 November 1992]

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LETTER OF TRANSMITTAL

5 November 1992

Excellency,

I have the honour, in accordance with paragraph 5 of General Assembly resolution 46/79 E of 13 December 1991, to transmit herewith the report of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa, which was adopted on 5 November 1992.

On behalf of the Group, I would like to request that this report be issued as a document of the General Assembly and the Security Council.

Accept, Excellency, the assurances of my highest consideration.

(Signed) Anthony B. NYAKYI
Chairman of the
Intergovernmental Group to Monitor
the Supply and Shipping of Oil and
Petroleum Products to South Africa

His Excellency
Mr. Boutros Boutros-Ghali
Secretary-General
United Nations

I. INTRODUCTION

1. The Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa was established by the General Assembly in its resolution 41/35 F of 10 November 1986. Since then the Intergovernmental Group's work has been endorsed by the General Assembly, most recently in its resolution 46/79 E of 13 December 1991. The Intergovernmental Group consists of the following Member States: Algeria, Cuba, Indonesia, Kuwait, New Zealand, Nicaragua, Nigeria, Norway, Ukraine and the United Republic of Tanzania. At its meeting on 14 January 1992, the Intergovernmental Group re-elected Mr. Anthony B. Nyakyi (United Republic of Tanzania) as Chairman and Ms. Nabeela Al-Mulla (Kuwait) as Vice-Chairman, and elected Mr. Rolf E. Fife (Norway) as Rapporteur for the current year.

2. Representatives of the liberation movements of South Africa, namely, the African National Congress of South Africa (ANC) and the Pan Africanist Congress of Azania (PAC), have participated in the meetings of the Intergovernmental Group as observers. The Intergovernmental Group, since its inception, has cooperated with the Organization of African Unity (OAU) and other intergovernmental and non-governmental organizations.

3. Since its report to the General Assembly at its forty-sixth session, 1/ the Intergovernmental Group has continued its work following the same lines as in previous years. It has considered information received on alleged violations and port calls in South Africa of ships that have the capability of carrying oil and petroleum products. The cases investigated are categorized in four groups. First, cases of alleged violations of the oil embargo against South Africa from 1987 to 1991 are contained in annex I. The second category represents cases of alleged violations of the oil embargo in 1991 (and some related to previous years) that were investigated in 1992. These cases are contained in annex II. The third category comprises the cases of ships capable of carrying oil or petroleum products that called at South African ports in 1990 and 1991. These cases were investigated in 1991 and are contained in annex III. Cases of ships from the same category that called at South African ports in 1991 and 1992 are contained in annex IV.

4. The Intergovernmental Group is maintaining contacts with Governments and intergovernmental and non-governmental groups on all questions that fall under its mandate. The Intergovernmental Group highly appreciates the cooperation extended by those Governments which have responded to its communications and investigated the cases of alleged violations of the oil embargo against South Africa, or cases of calls at South African ports by ships capable of carrying oil or petroleum products. The contributions of non-governmental groups have been especially valuable to the work of the Group.

5. The Intergovernmental Group has closely followed developments in South Africa and particularly the process of negotiations to find a peaceful end to apartheid and the establishment of a united, democratic and non-racial South Africa. The Group was also alarmed by the continuing violence in that country, loss of life of large numbers of innocent civilians and the inability of the parties concerned, in particular the South African authorities, effectively to stop the violence, which has led to a prolonged interruption in the negotiation process towards a democratic and non-racial South Africa.

6. The Intergovernmental Group welcomes the initiative taken by the African Group at the United Nations to bring the issue of violence in South Africa before the Security Council. It also supports the efforts of the Secretary-General and his Special Representative. The Intergovernmental Group expresses the hope that steps taken in implementation of Security Council resolutions 765 (1992) of 16 July 1992 and 772 (1992) of 17 August 1992 will contribute to ending the violence and to the resumption of negotiations with wide political participation.

7. The Intergovernmental Group expresses the hope that the South African authorities will take effective steps to stop the violence, release all remaining political prisoners, solve the issue of political exiles and abrogate remaining repressive legislation and regulations. In addition, the Government of South Africa must act in good faith while conducting constitutional negotiations with representatives of the Black majority.

8. The Intergovernmental Group has always maintained that the premature lifting of sanctions, particularly the oil embargo against South Africa, will not be helpful to the efforts of the international community to end apartheid or to efforts aimed at establishing a united, democratic and non-racial South Africa. Against this background, the Chairman of the Intergovernmental Group issued a statement on 16 April 1992 concerning the decision of the European Community (EC) to lift its ban on the supply of crude oil to South Africa (see para. 16). A copy of that statement was transmitted to the Permanent Representatives of the States members of EC to the United Nations. On 5 May 1992, the Permanent Representative of Portugal replied to the Chairman on behalf of EC. The matter will be dealt with in section II on the status of the oil embargo against South Africa.

9. The Intergovernmental Group has continued to carry out activities in fulfilment of its mandate, including maintaining close contacts with Governments and intergovernmental and non-governmental organizations. On 3 April 1992, the Chairman of the Intergovernmental Group, bearing in mind the desire to maintain close cooperation with OAU, forwarded a copy of the model law on the oil embargo against South Africa to the Executive Secretary of OAU with the request that it be commended to the African States.

10. The Intergovernmental Group took note of contacts between South Africa and some African States aimed at establishing cooperation among them regarding oil trade. The Group, while realizing that those African States may be in dire need of assistance in the field of energy, urges them to continue to observe the oil embargo, including avoiding cooperation with South Africa in matters relating to oil and energy, until there is a profound and irreversible change in South Africa in accordance with the Declaration on Apartheid and its Destructive Consequences in Southern Africa (resolution S-16/1, annex).

11. The Intergovernmental Group has been striving to ensure effective observance of a voluntary embargo of the supply and shipping of oil and petroleum products to South Africa. This task is complementary to other efforts by the international community, which has determined to follow a strategy of pressure and encouragement to induce the South African authorities towards the eradication of apartheid and to enter into negotiations with the

representatives of the Black majority for the elimination of apartheid and the establishment of a united, democratic and non-racial South Africa.

12. The present report was adopted by the Intergovernmental Group at its 14th meeting, held on 5 November 1992.

II. STATUS OF THE OIL EMBARGO AGAINST SOUTH AFRICA

13. Since February 1990, when the South African authorities adopted a number of measures aimed at the eradication of apartheid and towards negotiations with the representatives of the Black majority, major developments have taken place within and outside South Africa. As will be recalled, the Declaration on Apartheid and its Destructive Consequences in Southern Africa of 1989 was adopted by the General Assembly by consensus and contains principles to guide Member States in relation to the process of the eradication of apartheid and the establishment of a united, democratic and non-racial South Africa. The General Assembly has also reaffirmed by consensus those principles in subsequent resolutions affirming the principles contained in the Declaration. In the meantime, the strategy of phased lifting of sanctions has gained wide support within the international community. According to that strategy, sanctions against South Africa are to be lifted in accordance with the progress achieved towards the eradication of apartheid and the establishment of a united, democratic and non-racial South Africa.

14. In spite of the above, a number of Governments have taken measures to lift the oil embargo. The Intergovernmental Group finds the lifting of the oil embargo premature. In terms of General Assembly resolution 46/79 E, it urges the importance of maintaining the oil embargo "until there is clear evidence of profound and irreversible changes, bearing in mind the objectives of the Declaration on Apartheid and its Destructive Consequences in Southern Africa, such as the adoption of a non-racial and democratic constitution for a free South Africa". Indeed, the Intergovernmental Group has long maintained the most effective way to enforce the embargo to be the adoption by the Security Council of a mandatory embargo under relevant provisions of the Charter of the United Nations.

15. At the meeting of the Intergovernmental Group held on 14 January 1992, the Chairman stated:

> "Both Mr. Nelson Mandela, the President of the African National Congress, and Mr. Clarence Makwetu, the President of the Pan Africanist Congress of Azania, have emphasized that the oil embargo against South Africa, along with the arms embargo, should be among the last sanctions against South Africa to be lifted. This means that the oil embargo will be lifted only when a new constitution for a democratic and non-racial South Africa has been adopted. Having said this, I would hasten to add that in these, as in all matters of human relations, a certain amount of flexibility is to be expected. If, for example, there is satisfactory progress on the transitional arrangements, and if the liberation movements of South Africa feel that lifting the oil embargo would be conducive to peaceful progress towards ending apartheid, the Intergovernmental Group will definitely review the situation and recommend appropriate action by the General Assembly."

Therefore, the Intergovernmental Group does not consider the question of the oil embargo against South Africa in a rigid context. It stands ready to consider the lifting of the oil embargo against South Africa once the necessary conditions are established.

16. In view of the above, the Chairman of the Intergovernmental Group issued a statement on 16 April 1992 concerning the decision of the European Community to lift the ban on the supply of oil to South Africa in which he stated:

> "I wish to express regrets at the decision of 6 April of the Council of Ministers of the European Community at Luxembourg to lift the ban on the export of oil to South Africa, which had been imposed in September 1985. In this context, I refer particularly to resolution 46/79 E of 13 December 1991 on the oil embargo against South Africa. ... While recognizing that some progress has been made in South Africa, it must be emphasized that neither an agreement on transitional arrangements nor on a new non-racial democratic constitution has been achieved. Against that background, it is regrettable that the European Community has decided to lift the oil embargo since this decision, as any premature decision on sanctions at this time tends to support one party only - the South African Government - in the negotiations conducted within the Convention for a Democratic South Africa (CODESA) rather than the CODESA process as a whole. ... The strategy of pressure and encouragement which emerged as the consensus of the international community regarding South Africa, and which the Intergovernmental Group has consistently supported, should be maintained. Accordingly, the oil embargo or other comparable policies against South Africa concerning the prohibition on the supply and shipping of oil and petroleum products to South Africa should be maintained and lifted only when the appropriate conditions as set forth in the Declaration on Apartheid and its Destructive Consequences in Southern Africa, which was adopted by consensus in 1989, are met."

17. On 16 April 1992, the Chairman forwarded the statement to the Permanent Representatives of the States members of the European Community to the United Nations. In the covering letter, the Chairman stated:

> "I would like in this context to appeal to the individual members of the European Community to continue to respect the ban on the supply of oil to South Africa for the time yet needed to ensure that the process initiated in the Convention for a Democratic South Africa is irreversible. Furthermore, in order to maintain the international consensus in this regard, and since the oil embargo against South Africa is observed by many States, and oil trade is very closely linked internationally, I hope that any decision taken by the European Community will not adversely affect the policies of other States which are still determined to maintain the oil embargo against South Africa until profound and irreversible changes take place in that country as agreed by the whole international community in relevant General Assembly resolutions. I am looking forward to receiving your positive response and the cooperation of your Government in this regard."

18. On 5 May 1992, the Chairman received a reply from the Permanent Representative of Portugal, President of the Council of Ministers of the European Communities, in which it was stated:

> "Following very positive developments which have taken place in the framework of the Convention for a Democratic South Africa, the Community and its member States decided to lift the oil embargo implemented since 1985. This decision was adopted in accordance with the decision of the

Rome European Council of December 1990 to review gradually the sanctions adopted towards South Africa. The aim of this policy is to support the creation of a democratic South Africa and the well-being of all its people, and thus the Community and its member States hope that the measures taken in the Luxembourg Council on April 6 will encourage further positive developments in South Africa, in particular the establishment of an interim government."

19. In view of the above, the Intergovernmental Group considers it essential that all Governments extend their cooperation in implementing relevant United Nations resolutions and in particular by responding to inquiries relating to its investigation of cases of alleged violations of the oil embargo and port calls in South Africa.

III. ACTIVITIES OF THE INTERGOVERNMENTAL GROUP

20. As was the case in previous years, the major part of the work of the Intergovernmental Group is the collection of data on voyages of ships to South Africa which strongly indicate that a delivery of oil or petroleum products took place. The Group gathers information from non-governmental organizations and the shipping industry on the movements of ships that might have violated the embargo. Inquiries are sent to Governments concerned in order to obtain information that would allow the Group to decide whether a prima facie case exists requiring further consideration. Once a response is received, the Intergovernmental Group examines closely all the information at its disposal. The Group has always striven for the cooperation of all Governments concerned. Since 1987 the Intergovernmental Group has removed a number of cases of alleged violations from further consideration on the basis of one or more of the following criteria: (a) when the certificate of discharge submitted confirms the delivery of oil to ports other than those in South Africa; (b) when there is no oil-loading facility in the port concerned; and (c) when it is certified that the ship in question is not capable of transporting oil or petroleum products.

21. In the last three years, the Intergovernmental Group began to collect and examine its own information on port calls that may have resulted in possible deliveries of oil to South Africa. That initiative has supplemented the important contributions made by Governments and non-governmental organizations on the subject. The process helped to cover most cases of possible supply and shipping of oil and petroleum products to South Africa.

22. Below are the results of these two main investigating methods.

A. Cases of alleged violations of the oil embargo reported between 1987 and 1992

23. The Intergovernmental Group has continued to follow up cases of alleged violations by communicating with Governments concerned requesting their cooperation in gathering information, with the purpose of shedding light as to the accuracy of information regarding each case.

24. During 1992 the Intergovernmental Group queried 78 cases of alleged violations that had occurred mainly during the past 12 months. There were 71 cases involving tankers with a total dead-weight ton capacity of over 16.8 million tons, with an additional 7 cases involving combination carriers with a total dead-weight ton capacity of over 700,000 tons. Most of the cases involved oil-producing States.

25. Since the previous report, substantive replies were received from a number of Governments. A summary of communications received from those Governments is given in section B of annex I to the present report. Documentation received was reviewed and the cases with sufficient evidence to dispel the allegations that the oil shipments in question had probably been delivered to South Africa were closed. The cases were consequently removed from annex I. The remaining cases, where sufficient evidence has not been received, have been included in section A of annex I, which contains 299 cases.

26. On 27 March 1992, notes verbales were sent to Governments concerned informing them of 67 cases of alleged violations reported in 1992 and requesting them to verify the information, or submit documentation indicating the contrary. Reminders concerning these cases were sent on 24 August 1992.

27. On 31 July 1992, the Intergovernmental Group sent notes verbales to Governments informing them of cases of alleged violations, thus bringing the total number of cases reported in 1992 to 78.

B. Survey of port calls reported from 1990 to 1992

28. In 1990 and 1991 the Intergovernmental Group sent inquiries to the Governments concerned for a total of 473 cases of port calls that had occurred in the previous year and removed 87 cases from further consideration after receiving information from Governments that excluded the possibility of a delivery of oil or petroleum products. During 1992, the Intergovernmental Group removed another 18 cases from further consideration after receiving information from Governments. Those cases are listed in annex III to the present report.

29. In 1992 it collected information on an additional 252 voyages involving 165 ships, most of which took place in 1991.

30. The time-frame in this survey covers the equivalent of a chronological year. As was the case in the previous years, the majority of the cases involved ships registered in what the Intergovernmental Group has generally termed "oil-shipping States". One State was queried on 58 cases, another on 51 cases and a third on 42 cases. Twelve cases were removed from further consideration after receiving clarification from Governments concerned. Of the remaining cases, 149 involved tankers in the narrower sense, most of which normally carry petroleum products. The total dead-weight ton capacity of those tanker cases was about 1.78 billion tons. On 24 August 1992, reminders were sent concerning those cases.

IV. CONCLUSIONS AND RECOMMENDATIONS

A. Conclusions

31. Rapid political developments have occurred in South Africa since the adoption of the report of the Intergovernmental Group last year. Some of those developments were positive, particularly the continuing conviction among the political parties in South Africa of the need for negotiations towards reaching an agreement both on interim measures and the establishment of a new, united, democratic and non-racial South Africa.

32. The international community has supported CODESA, although it is aware of the fact that not all the political parties in South Africa are participating in the process. CODESA has contributed to the achievement of agreement on a number of principles and steps. It is hoped that the South African authorities will take the necessary steps in cooperation with all political parties and in coordination with the United Nations to bring an end to the violence, thus enabling the negotiating process to resume.

33. The Intergovernmental Group is convinced that the oil embargo may be lifted when an interim government representing the majority of the population of South Africa has been established and when such a government requests the lifting of the embargo.

34. A premature lifting of the oil embargo against South Africa would be counter-productive and harm the negotiating process. It is against this background that the Group believes that the oil embargo against South Africa should be maintained for the time being.

35. The Intergovernmental Group considers it essential that Governments of oil-exporting States maintain their policies and regulations banning the export of oil and petroleum products to South Africa, particularly the restrictions on the final destination of their oil and petroleum products, including the demand and verification of certificates of discharge and other documentation to ensure that those commodities do not reach South Africa.

36. The Intergovernmental Group is also convinced that Governments of oil-shipping States, particularly those whose ships are involved in alleged violations of the oil embargo or in calls at South African ports, are in a position to assist the Intergovernmental Group in its investigation of those cases and port calls, verify information received from other parties on the same cases and ultimately strengthen the oil embargo imposed by all oil-exporting States against South Africa.

37. In view of the above, all Governments concerned, particularly oil-exporting and oil-shipping States, could make a great contribution to United Nations efforts to render the oil embargo more effective by cooperating with the Intergovernmental Group, adopting measures in their respective countries to prevent the supply and shipping of oil and petroleum products to South Africa and taking action to prevent their nationals from engaging in activities to violate the embargo.

B. Recommendations

38. The Intergovernmental Group recommends to the General Assembly that it take note of the present report and endorse the following recommendations:

(a) Until there is clear evidence of profound and irreversible changes in South Africa, bearing in mind the objectives of the Declaration on Apartheid and its Destructive Consequences in Southern Africa, to call upon States to maintain and enforce existing measures prohibiting the supply and shipping of oil and petroleum products to South Africa and to apply strictly the oil embargo or comparable policies on banning the supply and shipping of oil and petroleum products to South Africa;

(b) To request again all States to cooperate fully with the Intergovernmental Group, particularly in its investigation into the circumstances of alleged violations of the oil embargo or of port calls of ships capable of carrying oil and petroleum products, including, where necessary, the removal by Governments of legal impediments to such full cooperation;

(c) To call upon States to discourage ships capable of carrying oil or petroleum products in their national registries or owned or managed by companies or individuals under their jurisdiction from engaging in activities that give rise to violations of the oil embargo against South Africa;

(d) To endorse its activities as outlined in the present report and to provide it with the resources necessary to execute its programme of work.

Notes

1/ Official Records of the General Assembly, Forty-sixth Session, Supplement No. 44 (A/46/44).

ANNEX I

A. Ships and companies reported to have been involved in supplying oil to South Africa between 1987 and 1991

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
1987	Actor (Liberia)	Actor Maritime Corp. (Liberia)	Mosvold Shipping Co. (Norway)	Federal Motorship Corp. (United States of America)		Fateh Terminal, United Arab Emirates (9 April, 15 May and 30 Nov. 1986)
	-same as above-	-same as above-	-same as above-	-same as above-		Mina al Fahal, Oman (11 April 1986)
1988	Actor (Liberia)	Actor Maritime Corp.	Mosvold Shipping Co. (Norway)	Federal Motorship Corp.		Sirri Island, Islamic Republic of Iran (21 July 1985)
		-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (9 Sept. 1985)
		-same as above-	-same as above-	-same as above-		Persian Gulf (June 1986)
91-044	Aias (Cyprus)	Anole Marine Co. Ltd. (Cyprus)	Unknown company c/o Pleiades Shipping Agents (Greece)	Pegasus Ocean Services Ltd. (United Kingdom)		Singapore (16 December 1988)
91-045	-same as above-	-same as above-	-same as above-	-same as above-		Persian Gulf (1 November 1989)
91-046	-same as above-	-same as above-	-same as above-	-same as above-		Ain Sukhna, Egypt (25 June 1989)
1988	Akarita (Liberia)	Dominus Shipping Corp.	Uglands Rederi A/S (Norway)	Uglands Rederi A/S (Norway)		Singapore (23 February 1986)
90-060	Alki (Cyprus)	Fresia Navigation Co. Ltd. (Cyprus)	Seaarland Shipping Management (Austria)	Seaarland Shipping Management (Austria)	African Middle East Petroleum (Monaco/Switzerland)	Zeit Bay Terminal, Egypt (7 November 1989)
90-061	-same as above-	-same as above-	-same as above-	-same as above-		Zirku Island United Arab Emirates (20 June 1988)
90-062	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (8 September 1988)
90-063	-same as above-	-same as above-	-same as above-	-same as above-		Das Island, United Arab Emirates (17 December 1988)
90-077	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (2 May 1989)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
90-078	-same as above-	-same as above-	-same as above-	-same as above-		Zirku Island United Arab Emirates (4 August 1989)
90-079	-same as above-	-same as above-	-same as above-	-same as above-		Mina al Fahal, Oman (13 September 1989)
1988	Almare Settima (Italy)	Almare di Navigazione SpA (Italy)	Almare di Navigazione SpA (Italy)	Almare di Navigazione SpA (Italy)		Jeddah, Saudi Arabia (3 December 1985)
1988	Almare Terza (Italy)	Almare di Navigazione SpA (Italy)	Almare di Navigazione SpA (Italy)	Almare di Navigazione SpA (Italy)	Sumitomo (Japan)	Sullom Voe, United Kingdom (10 March 1986)
90-059	Ambia Fair (Bahamas)	Ambia Fair Inc. (Bahamas)	Lief Hoegh and Co. A/S (Norway)	Lief Hoegh and Co. A/S (Norway)		Agioi Theodoroi, Greece (unknown date) Suez, Egypt (3 October 1989)
91-052	Anax (Liberia)	Treasure Shipping	Unknown company c/o Pleiades Agents (Greece)	Pegasus Ocean Services Ltd. (United Kingdom)		Unidentified ports, Red Sea and Persian Gulf (unknown date)
91-305	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (23 March 1989)
91-064	Aspra (Italy)	Commissionaria Gen. Italiana (Italy)		Navigazione Alta Italia SpA (Italy)		Unidentified port, Persian Gulf (1 September 1988)
91-299	-same as above-	-same as above-	-same as above-	-same as above-		Unidentified port, Persian Gulf (27 September 1990)
91-309	Aurora Astralis (Greece)		Embiricos Shipping (United Kingdom)	Buenamar Compania Naviera S.A. (Greece)		Fateh Terminal, United Arab Emirates (30 June 1990)
91-047	Aurora Borealis (Greece)	Aurora Borealis Maritime (Liberia)	Embiricos Shipping (Greece/United Kingdom)	Buenamar Compania Naviera S.A. (Greece)		Jebel Dhanna, United Arab Emirates (4 September 1989)
91-048	-same as above-	-same as above-	-same as above-	-same as above-		Unidentified port, Persian Gulf (30 November 1989)
91-308	-same as above-	-same as above-	-same as above-	-same as above-		Jebel Dhanna, United Arab Emirates (25 March 1990)
91-310	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (28 August 1990)
91-311	-same as above-	-same as above-	-same as above-	-same as above-		Kharg Island, Islamic Republic of Iran (10 January 1991)
91-049	Axon (Liberia)	Brookstream Shipping Inc. (Liberia)	Unknown company c/o Pleides Shipping (Greece)	Pegasus Ocean Services Ltd. (United Kingdom)		Zirku Island, United Arab Emirates (5 June 1989)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
90-041	Azuro (Liberia)	Azuro Shipping Co. (Liberia)	Marimpex (Germany)	Alpha Tankschiffahrt-Beteiligungs-Gesellschaft (Switzerland)	Marimpex (Germany)	Unidentified port (30 December 1987)
90-042	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Unidentified port (27 March 1988)
90-043	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Hormuz Terminal, Islamic Republic of Iran (27 March 1988)
1988	Beatrice (Philippines)	Monet Shipping Corp. (Liberia)	Uglands Rederi A/S (Norway)	Uglands Rederi A/S (Norway)		Yemen (16 May 1986)
1987	Berge Bragd	Sig. Bergesen D.Y. and Co. (Norway)	Sig. Bergesen D.Y. and Co. (Norway)	Sig. Bergesen D.Y. and Co. (Norway)		Khor Fakkan, United Arab Emirates (20 July 1985)
1987	Berge Chief (Norway)	Bergesen D.Y. A/S (Norway)	Bergesen D.Y. A/S (Norway)	Transworld Oil (Netherlands)		Mina al Fahal, Oman (18 March 1987)
1988	Berge Chief (Norway)	Bergesen D.Y. A/S Co./Biornstad CIES (Norway)	Bergesen D.Y. A/S (Norway)	Bergesen D.Y. A/S (Norway)		Mina al Fahal, Oman (28 June 1986) Fateh Terminal, United Arab Emirates (1 July 1986)
1987	Berge Enterprise (Norway)	Bergesen A/S (Norway)	Bergesen A/S (Norway)	Bergesen A/S (Norway)	Marubeni (Japan) British Petroleum (South Africa)	Mina al Fahal, Oman (25 May 1987)
1987	-same as above-	-same as above-		-same as above-	Marubeni (Japan)	Das Island, United Arab Emirates (11 April 1987)
1987	-same as above-	-same as above-		-same as above-		Mina al Fahal, Oman (25 May 1987)
1987	Berge King (Norway)	Sig. Bergensen D.Y. and Co. (Norway)	Sig. Bergensen D.Y. and Co. (Norway)	Sig. Bergensen D.Y. and Co. (Norway)	Marimpex (Germany)	Europoort/Rotterdam, Netherlands (7 July 1985)
1987	Berge Pioneer (Norway)	Bergesen A/S (Norway)	Bergesen A/S (Norway)	Bergesen A/S (Norway)		Mina al Fahal, Oman (24 April 1985)
1987	Berge Prince (Liberia)	General Ore International Corp. (Norway/Liechtenstein)	General Ore International Corp. or Bergesen A/S (Norway)	Bergesen A/S (Norway)		Fateh Terminal, United Arab Emirates (17 December 1984) Ras Misalla Port, Egypt (26 Jan. 1985)
1987	-same as above-	-same as above-	-same as above-	-same as above-		Suez Port, Egypt (25 January 1985)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
1987	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (17 December 1984)
1987	-same as above-	-same as above-	-same as above-	-same as above-		Ras Misalla, Egypt (26 January 1985)
1987	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (14 March 1986)
1987	-same as above-	-same as above-	-same as above-	-same as above-		Hormuz, Islamic Republic of Iran (1 April 1987)
1988	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (28 April 1986)
						Mina al Fahal, Oman (2 May 1986)
						Persian Gulf (17 June 1986)
						Fateh Terminal, United Arab Emirates (30 September 1986)
1988	Biscaya (United Kingdom)	Antarctic, Ltd. (Gibraltar)	John Fredriksen Group c/o Lancaster M. (United Kingdom/Norway)	Marine Management A/S (Norway)	Marimpex (Germany)	Bahrain (4 May 1986)
90-076	Boni (Cyprus)	Seaemblem Marine Ltd. (Cyprus)	Thenamaris Group (Greece)	Thenamaris (Ships Management) (Greece)		Unidentified port, Islamic Republic of Iran (23 February 1988)
90-055	Brali (Norway)	K/S A/S Bill Brali (Norway)	L. Gill-Johannesen A/S (Norway)	Bulkhandling (Norway)	Kobil (Kenya) and Marc Rich and Co. AG (Switzerland)	Mombasa, Kenya (29 January 1989)
91-032	-same as above-	-same as above-	-same as above-	-same as above-	Marc Rich (Switzerland)	Amsterdam, Netherlands (19 July 1990)
1988	Brimanger (Norway)	A/S Westfal-Larsen and Co. (Norway)		Odfjell-Westfal-Larsen Tankers A/S and Co. (Norway)		Walvis Bay, Namibia (called in 1985)
90-080	Brittany (Panama)	Pine Shipping Co. S.A. (Panama)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)	African Middle East Petroleum (Monaco/Switzerland)	Zeit Bay Terminal, Egypt (10 December 1989)
91-001	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (20 May 1990)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
91-002	-same as above-	-same as above-	-same as above-	-same as above-		Mina al Fahal, Oman (1 August 1990)
91-003	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, Saudi Arabia (5 September 1990)
91-004	-same as above-	-same as above-	-same as above-	-same as above-		Juaymah Terminal, Saudi Arabia (5 November 1990)
91-034	-same as above-	-same as above-	-same as above-	-same as above-		Ras Tanura, Saudi Arabia (4 July 1989)
90-081	Cali (Liberia)	Denetton Co. Ltd. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency (Hong Kong)		Fateh Terminal, United Arab Emirates (15 July 1989)
90-082	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (13 June 1989)
90-083	-same as above-	-same as above-	-same as above-	-same as above-		Zirku Island United Arab Emirates (5 May 1989)
91-306	-same as above-	-same as above-	-same as above-	-same as above-		Zirku Island, United Arab Emirates (5 May 1989)
1988	Captain G.P. Livanos (Greece)	Elcapitaine Inc. (Liberia)	G. P. Livanos/Carras Group c/o Unisea (Greece)	Ceres Hellenic Shipping Enterprise (Greece)	Transworld Oil (Netherlands/ Bermuda)	Jebel Dhanna, United Arab Emirates (19 July 1986)
					Marc Rich and Co. AG (Switzerland)	Zirku Island, United Arab Emirates (20 July 1986)
						Das Island, United Arab Emirates (22 July 1986)
90-039	-same as above-	-same as above-	-same as above-	-same as above-	Volero Refining Co. (United States of America)	Fateh Terminal, United Arab Emirates (22 April 1988)
90-040	-same as above-	-same as above-	-same as above-	-same as above-	African Middle East Petroleum (Monaco/Switzerland)	Jeddah, Saudi Arabia (2 January 1988)
91-035	-same as above-	-same as above-	G.P. Livanos/Carras Group (Greece/United Kingdom)	-same as above-		Khor Fakkan Anchorage, Persian Gulf (unknown date)
90-038	Champion (Liberia)	Oceanides Shipping Corp. (Liberia)	Ravano Group (Monaco)	Société d'études et de gestion (Monaco)		Dar es Salaam (8 January 1988)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
1988	Cielo di Salerno (Italy)	D'Amico Società di Navigazione SpA				Walvis Bay, Namibia (called 7 times in 1985)
91-036	Chenki (Liberia)	Chenki Navigation Ltd. (Liberia)	Seaarland Shipping Management (Austria)	Seaarland Shipping Management (Austria)		Unidentified port, Persian Gulf (unknown date)
89-531	Dagli (Norway)	Jaspidea Shipping		JPP Shipping	Baltic Chartering Union (Switzerland)	Odessa, Soviet Union (21 September 1989)
90-034	Dorian (Nigeria)	Dorian Navigation Corp. (Liberia)	Marimpex (Germany)	Fearnley and Eger A/S (Norway)	Marimpex (Germany)	Fujairah Anchorage, Persian Gulf (6 April 1987)
90-035	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (7 December 1987)
90-036	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (9 January 1988)
90-037	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (27 September 1988)
91-005	Eastern Courage (Panama)	Cainber, c/o World-Wide Shipping Agency Ltd. (Hong Kong)	World-Wide Shipping Group Ltd. (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)	Marc Rich (Switzerland)	Unidentified port, Persian Gulf (15 August 1990)
89-001	Eastern Promise (Liberia)		World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Fujairah Anchorage, Persian Gulf (13 November 1987)
89-002	-same as above-		-same as above-	-same as above-		Zirku Island, Persian Gulf (14 December 1988)
91-006	-same as above-	Norwick Co. Ltd. (Liberia)	-same as above-	-same as above-		Unidentified port, Persian Gulf (15 March 1990)
91-007	-same as above-	-same as above-	-same as above-	-same as above-		Das Island, United Arab Emirates (7 June 1990)
91-008	-same as above	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (2 November 1990)
89-003	Eastern Strength (Liberia)		World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Zirku Island, Persian Gulf (17 August 1988)
89-004	-same as above-		-same as above-	-same as above-		Fateh Terminal, Zirku Island, United Arab Emirates (28 September 1988)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
1987	Elmina (Greece)	Marine Industrial Transporte Ltd. (Liberia)		Thenamaris Ships Management Inc. (Greece)	Marc Rich and Co. AG (Switzerland) Shell (Brunei Darussalam) Marubeni (Japan)	Seria, Brunei Darussalam (26 August 1986)
1988	Ethnic (Greece)	Moonlight Shipping Co. S.A. (Panama)	C. M. Lemos and Co. Ltd. (United Kingdom)	Hereus Shipping S.A. (Greece)		Mina al Fahal, Oman (12 May 1986) Halul Island, Qatar (25 June 1986) Fateh Terminal, United Arab Emirates (28 June 1986)
1988	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (17 November 1986)
90-006	-same as above-	-same as above-	-same as above-	-same as above-		Mina al Fahal, Oman (10 March 1988)
90-007	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (3 June 1988)
90-008	-same as above-	-same as above-	-same as above-	-same as above-		Zirku Island, United Arab Emirates (24 July 1988)
90-009	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (23 August 1988)
90-010	-same as above-	-same as above-	-same as above-	-same as above-	Marc Rich and Co. AG (Switzerland)	Halul Island, Qatar (unknown date)
90-011	-same as above-	-same as above-	-same as above-	-same as above-		Zirku Island, United Arab Emirates (7 March 1989)
1987	Evita (Norway)	Uglands Rederi A/S (Norway)	Uglands Rederi A/S (Norway)	Uglands Rederi A/S (Norway)		Ras Tanura, Saudi Arabia (20 March 1985)
90-004	Faroship L. (Greece)	Ceres Hellenic Shipping Enterprises (Greece)	G.P. Livanos/Carras Group (United Kingdom/ Greece)	Ceres Hellenic Shipping Enterprises (Greece)		Kharg Island, Islamic Republic of Iran (6 October 1986)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
90-005	-same as above-	-same as above-	-same as above-	-same as above-		Ras Tanura, Saudi Arabia (6 October 1987)
91-054	-same as above-	Elfilikon c/o Ceres Hellenic Shipping Enterprises Ltd. (Greece)	-same as above-	-same as above-		Persian Gulf (unknown date)
90-031	Fellowship L. (Liberia)	Elgrandiosa Inc. (Liberia)	G. P. Livanos/ Carras Group (United Kingdom/ Greece)	Ceres Hellenic Shipping Enterprises (Greece)		Unidentified port, Islamic Republic of Iran (28 July 1987)
90-032	-same as above-	-same as above-	-same as above-	-same as above-		Das Island, United Arab Emirates (2 September 1987)
1987	Fidius (United Kingdom)		Canadian Pacific (Bermuda) Ltd. (Bermuda)	Canadian Pacific Bulkship Services Ltd.		Fujairah Anchorage, Persian Gulf (8 March 1987)
1988	-same as above-	Mill Reef Shipping Ltd. (United Kingdom)	-same as above-	Barber Ship Management (Hong Kong)		Islamic Republic of Iran (end of June 1987)
90-028	Fortuneship L. (Liberia)	Elregina Inc. (Liberia)	G. P. Livanos/ Carras Group (United Kingdom)	Ceres Hellenic Shipping Enterprises (Greece)		Unidentified port, Qatar (5 April 1987)
90-029	-same as above-	-same as above-	-same as above-	-same as above-		Unidentified port (15 May 1987)
90-030	-same as above-	-same as above-	-same as above-	-same as above-		Umm Said, Qatar (17 June 1987)
91-037	Fortuneship L. (Greece)	-same as above-	-same as above-	-same as above-		Zirku Island, United Arab Emirates (29 October 1989)
91-055	-same as above-	-same as above-	-same as above-	-same as above-		Khor Fakkan Anchorage (25 January 1989)
1988	Freedomship L. (Greece)	Caroline Navigation Inc. (Liberia)	G. P. Livanos/Carras Group c/o Unisea (Greece/United Kingdom)	Ceres Hellenic Shipping Enterprises (Greece)		Fateh Terminal, United Arab Emirates (12 July 1986)
90-027	Freedomship L. (Liberia)	Elfontana Inc. (Liberia)	-same as above-	-same as above-	Marc Rich and Co. AG (Switzerland)	Ras Tanura, Saudi Arabia (30 October 1988)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
90-024	Friendship L. (Liberia)	Elfontana Inc. (Liberia)	G. P. Livanos/ Carras Group (United Kingdom/ Greece)	Ceres Hellenic Shipping Enterprises (Greece)		Mina al Fahal, Oman (4 January 1987)
90-025	-same as above-	-same as above-	-same as above-	-same as above-		Hormuz Terminal, Islamic Republic of Iran (28 March 1988)
90-026	-same as above-	-same as above-	-same as above-	-same as above-		Unidentified port (15 April 1988)
1988	Gentle Breeze (United Kingdom)	Gentle Breeze Ltd. (Hong Kong)	Unknown company c/o Wallem Shipman Ltd. (Hong Kong)	Wallem Shipmanagement Ltd. (Hong Kong)		Mina Saud, Kuwait (21 February 1986)
89-524	Grand (United States)	TT Grand (United States)				Louisiana Offshore Oil Port, United States of America (post-27 January 1989)
91-009	Grax (Panama)	Ampleson, c/o World-Wide Shipping Agency Ltd. (Hong Kong)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Ras Shukheir, Egypt (3 July 1990)
91-053	-same as above-	-same as above-	-same as above-	-same as above-		Unidentified port, Persian Gulf (unknown date)
91-301	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (15 March 1991)
89-078	Griparion (Cyprus)	Tharros Shipping Co. Ltd. (Cyprus)	Thalassic Steamship Agency Inc. (Greece)	Thalassic Steamship Agency Inc. (Greece)		Fajairah Anchorage, Persian Gulf (8 September 1988)
90-085	-same as above-	-same as above-	-same as above-	-same as above-		Amsterdam, Netherlands (5 June 1989)
90-086	-same as above-	-same as above-	-same as above-	-same as above-		Las Palmas, Spain (5 January 1990)
1987	Hawaiian Monarch (Liberia)	East Pacific Carriers Inc. (Liberia)	Groton Pacific Carriers Inc. (United States)	Groton Pacific Carriers (United States)	Marc Rich and Co. AG (Switzerland) Shell (Brunei Darussalam) Marubeni (Japan)	Brunei Darussalam (25 May 1986)
91-031	Hoegh Favour (Bahamas)	Leif Hoegh and Co. A/S (Norway)		Leif Hoegh and Co. A/S (Norway)	Marc Rich (Switzerland)	Amsterdam, Netherlands (16 August 1990)
90-066	Hoegh Foam (Bahamas)	Lief Hoegh and Co. A/S (Norway)		Lief Hoegh and Co. A/S (Norway)	Marc Rich and Co. AG (Switzerland)	Amsterdam, Netherlands (10 November 1989)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
90-067	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Constanza, Romania (12 September 1989) Suez, Egypt (19 September 1989)
90-065	Hoegh Fountain (Bahamas)	Lief Hoegh and Co. A/S (Norway)		Lief Hoegh and Co. A/S (Norway)	Inter-Mediterranean Petroleum (United Kingdom)	Amsterdam, Netherlands (6 September 1989)
91-038	Indiana (Bahamas)	Indiana Transport Co. (Liberia)	Hadjipateras c/o Peninsular (Greece/United Kingdom)	Dorian (Hellas) S.A. (Greece)		Fateh Terminal, United Arab Emirates (12 February 1989)
91-039	-same as above-	-same as above-	-same as above-	-same as above-		Kharg Island, Islamic Republic of Iran (30 September 1989)
1987	Jahre Transporter (Liberia)	Beatty Shipping Ltd. (Liberia)	Wallem Shipmanagement Ltd. (Hong Kong)	Wallem Ship-management (Hong Kong)	Marc Rich and Co. AG (Switzerland) Shell (Brunei Darussalam) Marubeni (Japan)	Brunei Darussalam (31 May 1986)
1988	Johs. Stove (Panama)	Pater Panama Ltd. (Panama)	Lorentzens Rederi Co. (Norway)	K/S Lorentzens Skibs A/S (Norway)		Fateh Terminal, United Arab Emirates (24 January 1986)
1987	Janniche (Norway)	K/S A/S Norman Tankers (Norway)	Klosters Rederi A/S (Norway)	Norman International A/S (Norway)		Fateh Terminal, United Arab Emirates (1 March 1986)
1988	Janniche (Norway)	-same as above-	Periscopus A/S (Norway)	-same as above-		Fateh Terminal, United Arab Emirates (21 March 1986)
1988	Jane Stove (Norway)	K/S Lorentzens Skibs (Norway)	Lorentzens Rederi (Norway)	K/S Lorentzens Skibs A/S (Norway)		Fateh Terminal, United Arab Emirates (18 February 1986)
1987	Lauberhorn (Liberia)	Trade Ventures, Inc. (Liberia)	Trade and Transport, Inc. (Greece)	Brokerage and Management Corp. (United States)	Marc Rich and Co. AG (Switzerland) Shell (Brunei Darussalam)	Brunei Darussalam (no date) Singapore Roads, Singapore (5 October 1986)
91-050	Legro II (Panama)	Conga Shipping Co. (Gibraltar)	Invest 2000 A/S (Norway)	P.D. Gram and Co. (Norway)		Persian Gulf (4 April 1989)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
1987	Liberator (Greece)	New World Shipping Corp. (Liberia)	Stenakas Shipping Corp. (United Kingdom)	Diamantis Pateras Ltd. (United Kingdom)	Marc Rich and Co. AG (Switzerland) Shell (Brunei Darussalam) Marubeni (Japan)	Seria, Brunei Darussalam (21 April 1985)
1988	Licorne Océane (Liberia)	Langcrose Carriers Inc. (Liberia)	Compagnie générale maritime et financière (France)	Seatramp (U.K.) Ltd. (United Kingdom)		Hormuz Terminal, Islamic Republic of Iran (end of January 1987)
91-010	Lima (Panama)	Jagonia, c/o World-Wide Shipping Agency Ltd. (Hong Kong)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Fateh Terminal, United Arab Emirates (12 May 1990)
91-011	-same as above-	-same as above-	-same as above-	-same as above-		Zeit Bay Terminal, Egypt (29 July 1990)
1988	Louisiana (Bahamas)	Egalité S.A. (Panama)	Hadjipateras Group c/o Peninsular Mar. (Greece/United Kingdom)	Dorian (Hellas) S. A. (Greece)		Zirku Island, United Arab Emirates (28 Oct. 1986)
						Fateh Terminal, United Arab Emirates (31 October 1986)
	-same as above-	-same as above-	-same as above-	-same as above-		Juaymah Terminal, Saudi Arabia (11 Feb. 1987)
	-same as above-	-same as above-	-same as above-	-same as above-		Jebel Dhanna, United Arab Emirates (13 June 1987)
						Fateh Terminal, United Arab Emirates (15 June 1987)
						Zirku Island, United Arab Emirates (27 June 1987)
	-same as above-	-same as above-	-same as above-	-same as above-		Das Island, United Arab Emirates (31 July 1987)
						Zirku Island, United Arab Emirates (1 August 1987)
90-057	-same as above-	-same as above-	-same as above-	-same as above-		Unidentified port, Islamic Republic of Iran (8 September 1987)
90-058	-same as above-	-same as above-	-same as above-	-same as above-		Bahrain (7 March 1988)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
1986	Luminetta (United Kingdom)	Cunard Steam-ship Co. Plc. (United Kingdom)		Cunard Shipping Services Ltd. (United Kingdom)		Walvis Bay, Namibia (called 2 times in 1985 and 12 times in 1986)
1987	Manhattan Viscount (United Kingdom)	Lago Commerce Ltd. (Liberia)	Sanko Kisen K.K. (Japan)	Fearnley and Eger A/S (Norway)		Brunei Darussalam (September 1983)
1988	Mirafiori (Liberia)	Keston Shipping Corp. (Liberia)	Mariapex (Germany)	Fearnley and Eger A/S (Norway)	German Oil GmbH (Germany)	Sirri Island, Islamic Republic of Iran (23 June 1985)
						Sirri Island, Islamic Republic of Iran (23 August 1985)
	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Persian Gulf (November 1985)
1987	Monemvasia (Greece)	Metropolitan Navigation Corp. (Liberia)	Metropolitan Shipping Ltd. (Greece)	Metropolitan Shipping (Greece)	Marc Rich and Co. AG (Switzerland)	Brunei Darussalam (4 December 1985)
						Singapore Roads, Singapore (9 December 1985)
1988	Morning Cloud (Liberia)	Seavixen Maritime Inc. (Liberia)	Reliance Pacific Shipping Ltd.	Reliance Pacific Shipping Ltd. (Hong Kong)		Mina al Fahal, Oman (9 December 1985)
1988	Moscliff (Norway)	Moevold Shipping Co. A/S (Norway)	Moevold Shipping Co. A/S (Norway)	Moevold Shipping Co. A/S (Norway)		Persian Gulf (late March 1985)
						Sirri Island, Islamic Republic of Iran (9 June 1985)
1987	Mospoint (Norway)	K/S A/S Mospoint (Norway)	Moevold Rederi A/S (Norway)	Moevold Rederi A/S (Norway)		Ras Shukheir, Egypt (14 January 1986)
1987	Neptune Otome (Singapore)		Neptune Orient Lines Ltd. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Marc Rich and Co. AG (Switzerland)	Seria Port, Brunei Darussalam (26 September 1986)
					Shell (Brunei Darussalam)	Singapore Roads, Singapore (29 September 1986)
					Marubeni (Japan)	
1987	Neptune Pavo (Singapore)	Neptune IOTA Lines Pte. Pty. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Neptune Orient Lines (Singapore)	Marc Rich and Co. AG (Switzerland)	Seria, Brunei Darussalam (8 May 1985 and 2 March 1986)
					Shell (Brunei Darussalam)	
					Marubeni (Japan)	

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
1987	Neptune Pegasus (Singapore)	Neptune ETA Lines Pte. Ltd. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Marc Rich and Co. AG (Switzerland) Shell (Brunei Darussalam) Marubeni (Japan)	Seria Port, Brunei Darussalam (27 July and 27 December 1985)
1986	-same as above-	-same as above-	Neptune Orient Lines (Singapore)	Neptune Orient Lines (Singapore)		Seria, Brunei Darussalam (7 November 1986)
1987	Neptune Subaru (Singapore)		Neptune Orient Lines Ltd. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Marc Rich and Co. AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Brunei Darussalam (10 July 1986) Singapore Roads, Singapore (12 July 1986)
1988	Obo Baron (Bahamas)	B. and H. Shipping Associates VII L.P. (United States)	Sigurd Herlofson and Co. A/S (Norway)	Sigurd Herlofson and Co. A/S (Norway)		Umm Said, Qatar (27 February 1987) Ras Tanura, Saudi Arabia (7 March 1987) Khor Fakkan Anchorage, Persian Gulf (14 March 1987)
90-084	Obo Vega (Turkey)	Ermar Denis Tasimiciligi AS (Turkey)	Marti Shipping and Trading Co. (Turkey)	Marti Shipping and Trading Co. (Turkey)		Amsterdam, Netherlands (15 June 1989)
89-080	Ocean Carrier (Cyprus)	Amalia Navigation		Columbia Ship-management	Kuo International Oil Ltd. (Hong Kong)	Singapore (16 December 1988)
1988	Oranjesund	South African Co. Unicorn Lines (Proprietary) Ltd.	-no information available-			
89-123	Orpheus (Panama)	Hill Operating Corportion	-no information available-			Angra dos Reis, Brazil (26 January 1989)
90-068	Pacificoe (Cyprus)	Gibbon Shipping Ltd. (Cyprus)	Eulukundis Group (United Kingdom)	Saipan SS Corp./Kassos Maritime (Greece)		Fateh Terminal, United Arab Emirates (15 July 1987)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
90-069	-same as above-	-same as above-	-same as above-	-same as above-		Unidentified port (unknown date)
90-070	-same as above-	-same as above-	-same as above-	-same as above-		Zeit Bay Terminal, Egypt (27 October 1988)
90-071	-same as above-	-same as above-	-same as above-	-same as above-		Unidentified port (15 December 1988)
90-072	-same as above-	-same as above-	-same as above-	-same as above-		Unidentified port (15 January 1989)
90-073	-same as above-	-same as above-	-same as above-	-same as above-		Unidentified port (15 February 1989)
90-074	-same as above-	-same as above-	-same as above-	-same as above-		Unidentified port (15 March 1989)
90-075	-same as above-	-same as above-	-same as above-	-same as above-		Unidentified port (9 June 1989)
91-307	-same as above-	-same as above-	-same as above-	-same as above-		Mina al Fahal, Oman (1 March 1990)
1987	Patriotic (Greece)	Mooreat Shipping Co. SA (Panama)	Bereus Shipping SA (Greece)	Bereus Shipping SA (Greece)		Jebel Dhanna, United Arab Emirates (12 April 1987)
1988	-same as above-	-same as above-	C. M. Lemos and Co. Ltd. (United Kingdom)	-same as above-		Persian Gulf (end of November 1986)
						Fateh Terminal, United Arab Emirates (31 December 1986)
						Halul Island, Qatar (early January 1987)
90-002	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (14 March 1988)
90-003	-same as above-	-same as above-	-same as above-	-same as above-		Halul Island, Qatar (unknown date)
91-057	-same as above-	-same as above-	C. M. Lemos (Greece/ United Kingdom)	-same as above-		Juaymah Terminal, Saudi Arabia (3 December 1989)
1988	Philippine Obo 3 (Philippines)	Philippine Transmarine Carriers Inc. (Philippines)	Philippine Transmarine Carriers Inc. (Philippines)	Ugland Management Co. A/S (Norway)		Aden (5 May 1985)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
1988	-same as above-	-same as above-	-same as above-	-same as above-		Aden (4 October 1985)
91-012	Pisa (Panama)		World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Managere Ltd. (Bermuda)		Fateh Terminal, United Arab Emirates (4 February 1991)
1988	Port Hawkesbury (United Kingdom)	Canadian Pacific (Bermuda) Ltd. (Bermuda)		Canadian Pacific Bulkship Services Ltd. (United Kingdom)		Bullen Bay, Netherlands Antilles (23 January 1986)
90-054	Probo Gull (Singapore)	New Combo Ships Pte. Ltd. (Singapore)	A/S Havtor Management (Norway)	Bulkhandling (Norway)		Aden (unknown date)
90-064	Quebec (Bahamas)	Laguna Shipping Corp. (Gibralter)	Vlasov Group (Monaco)	V. Ships (Monaco)	Marc Rich and Co. AG (Switzerland)	Amsterdam, Netherlands (25 May 1989)
1988	Rafio (Liberia)	Rafio Shipping Corp. (Liberia)	Marimpex (Germany)	Fearnley and Eger A/S (Norway)		Fateh Terminal, United Arab Emirates (23 January 1985)
1988	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (14 July 1986)
90-017	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Unidentified port, Islamic Republic of Iran (13 August 1987)
90-018	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Fujairah Anchorage, Persian Gulf (19 December 1987)
90-019	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Fujairah Anchorage, Persian Gulf (27 December 1987)
90-020	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Unidentified port, Islamic Republic of Iran (unknown date)
90-021	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Hormuz Terminal, Islamic Republic of Iran (unknown date)
90-022	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Unidentified port, Islamic Republic of Iran (unknown date)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
90-023	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Unidentified port, Islamic Republic of Iran (unknown date)
90-088	-same as above-	-same as above-	-same as above-	Marimpex (Germany)	-same as above-	Fujairah Anchorage, Persian Gulf (18 March 1989)
90-089	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Fujairah Anchorage, Persian Gulf (27 October 1989)
90-090	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Unidentified port (15 December 1989)
91-033	St. Nikolai (Germany)	Hamburg-Sudam, Dampfschiff (Germany)		Hamburg-Sudam, Dampfschiff (Germany)	Vital and Inter-Mediterranean (Netherlands/ Switzerland/ United Kingdom)	Amsterdam, Netherlands (6 August 1990)
89-211	Sea Victory (Liberia)	Sea Victory Maritime (Liberia)	European Navigation Inc. (Greece)	European Navigation Inc. (Greece)		Fujairah Anchorage, Persian Gulf (28 October 1988)
1988	Singa Star (Singapore)	Singa Pride Shipping Pte. Ltd. (Singapore)	Singa Ship Management Private Ltd. (United Kingdom)	Singa Ship Management Private Ltd. (United Kingdom)		Mina al Zour, Kuwait (15 September 1986)
89-526	Star Cherry (Singapore)	Palm Star Lines	-no information-	-no information-		Seria, Brunei Darussalam (2 October 1988)
89-527	Synetos (Greece)	Synetos Shipping	-no information-	-no information-		Singapore (22 December 1988)
90-053	Tenacity (Singapore)	Transpetrol Carriers Pte. Ltd. (Singapore)	Transpetrol Services NV (Belgium)	Wallem Shipmanagement Ltd. (Hong Kong)	Canadian Pacific (Canada)	New Orleans, United States (3 June 1987)
1987	Thannasis M. (Malta)	Ocean Voice Shipping Ltd. (Malta)		Thanamaris Ships Management (Greece)		Brunei Darussalam (January-February 1983)
90-056	Theogennitor (Cyprus)	Tankertrade Marine Ltd. (Cyprus)	Polembros Shipping Ltd. (United Kingdom)	Polembros Shipping Ltd. (United Kingdom)		Umm Said, Qatar (unknown date)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
91-051	3 Maj (Liberia)	Samp Shipping Co. Ltd. (Malta)	Scorpio Ship Management S.A.M. (Monaco)	Scorpio Ship Management S.A.M. (Monaco)		Piraeus, Greece (unknown date)
1987	Thorsholm (Norway)	Thor Dahls Hvalf. A/S and A/S Odd and Ornen (Norway)	Thor Dahl A/S (Norway)	Thor Dahl A/S (Norway)		Juaymah, Saudi Arabia (9 February 1987)
1988	Thorsholm (Norway)	Thor Dahls Hvalf. A/S and A/S Odd and Ornen (Norway)	A/S Thor Dahl (Norway)	A/S Thor Dahl (Norway)		Mina al Fahal, Oman (early January 1985)
	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (7 July 1985)
						Zirku Island, United Arab Emirates (8 July 1985)
1988	Thorsaga (Norway)	Thor Dahls Hvalf. A/S and A/S Odd and Ornen (Norway)	A/S Thor Dahl (Norway)	Thor Dahl A/S (Norway)		Juaymah, Saudi Arabia (9 April 1985)
90-001	Ugland Obo-One (Panama)	Obo Freight S.A. (Panama)	Andreas Ugland (Norway)	Ugland Management Co. A/S (Norway)		Tenerife, Spain (23 March 1987)
90-052	World Admiral (Liberia)	Liberian Prosperity Transports (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Unidentified port (15 August 1989)
91-013	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (25 April 1990)
89-005	World Ambassador (Liberia)	Liberia Wisteria Transports Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Suez, Egypt (22 February 1988)
						Jeddah, Saudi Arabia (25 February 1988)
90-050	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (27 September 1989)
90-051	-same as above-	-same as above-	-same as above-	-same as above-		Zirku Island, United Arab Emirates (8 November 1989)
91-014	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (6 March 1990)
91-015	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (March 1990)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
91-016	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (16 September 1990)
89-006	World Bermuda (Liberia)	Liberian Ulysses Transports Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Pulau Bukom, Singapore (28 August 1987) Islamic Republic of Iran (date unknown)
89-007	-same as above-	-same as above-	-same as above-	-same as above-		Ras Tanura, Saudi Arabia (2 November 1987)
89-008	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (13 December 1987)
89-009	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (16 April 1988)
91-017	World Bermuda (Panama)	Pengrandy, c/o World-Wide Shipping Agency Ltd. (Hong Kong)	-same as above-	-same as above-		Ras Shukheir, Egypt (15 January 1990)
91-058	-same as above-	-same as above-	-same as above-	-same as above-		Unidentified port, Persian Gulf (January 1989)
89-010	World Brasilia (Liberia)	Liberian Bison Transports Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Fateh Terminal, United Arab Emirates (18 October 1986)
89-011	-same as above-	-same as above-	-same as above-	-same as above-		Juaymah Terminal, Saudi Arabia (30 December 1986)
91-018	-same as above-	-same as above-	-same as above-	-same as above-		Unidentified port (unidentified date)
91-019	World Brasilia (Panama)	Eastomo, c/o World-Wide Agency Ltd. (Hong Kong)	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates, (14 January 1991)
91-020	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (16 February 1991)
91-302	-same as above-	Clover Co. S.A. (Panama)	-same as above-	-same as above-		Ras Shukheir, Egypt (22 February 1991)
91-303	-same as above-	-same as above-	-same as above-	-same as above-		Zirku Island, United Arab Emirates (30 March 1991)
89-012	World Champion (Panama)		World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Juaymah Terminal, Ras Tanura, Saudi Arabia (24 March 1988)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
90-049	-same as above-	Golden Pine Co. S.A. (Panama)	-same as above-	-same as above-	Africa Middle East Petroleum (Monaco/ Switzerland)	Jeddah, Saudi Arabia (27 April 1989)
91-021	World Champion (Liberia)	Necomark, c/o World-Wide Shipping Agency Ltd. (Hong Kong)	-same as above-	-same as above-		Zirku Island, United Arab Emirates (30 January 1990)
91-022	-same as above-	-same as above-	-same as above-	-same as above-		Yanbu, Saudi Arabia (unknown date)
91-023	-same as above-	-same as above-	-same as above-	-same as above-		Ras Tanura, Saudi Arabia (7 November 1990)
91-040	-same as above-	-same as above-	-same as above-	-same as above-		Unidentified port, Persian Gulf (15 November 1988)
91-041	-same as above-	-same as above-	-same as above-	-same as above-		Unidentified port (30 May 1989)
91-042	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Unknown port, Persian Gulf (November 1989)
89-013	World Eminence (Liberia)	Liberian Titan Transports Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Fos, France (26 February 1986)
89-014	-same as above-	-same as above-	-same as above-	-same as above-		Persian Gulf (July and 24 September 1987)
89-015	-same as above-	-same as above-	-same as above-	-same as above-		Jebel Dhanna, United Arab Emirates (27 November 1987)
						Das Island, Fujairah Anchorage (1 December 1987)
89-016	-same as above-	-same as above-	-same as above-	-same as above-		Mina al Fahah, Oman (2 April 1988)
89-017	-same as above-	-same as above-	-same as above	-same as above-		Persian Gulf (May 1988)
89-018	-same as above-	-same as above-	-same as above-	-same as above-		Unknown port (October 1988)
91-043	-same as above-	-same as above-	-same as above-	-same as above-		Mina al Fahal, Oman (1 July 1989)
91-059	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (7 February 1989)
90-046	World Harmony (Panama)	Canwood Co. S.A. (Panama)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Mina al Fahal, Oman (27 April 1988)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
90-047	-same as above-	-same as above-	-same as above-	-same as above-		Mina al Fahal, Oman (10 September 1988)
90-048	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (7 October 1988)
91-024	-same as above-	-same as above-	-same as above-	-same as above-		Zeit Bay Terminal, Egypt (31 January 1991)
91-060	-same as above-	-same as above-	-same as above-	-same as above-		Unidentified port, Persian Gulf (unknown date)
91-061	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (22 November 1989)
91-300	-same as above-	-same as above-	-same as above-	-same as above-		Zeit Bay Terminal, Egypt (31 January 1991)
89-019	World Hitachi Zosen (Liberia)	Solstice Co. Ltd. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Zeit Bay, Egypt (19 June 1988)
90-044	-same as above-	-same as above-	-same as above-	-same as above-	African Middle East Petroleum (Monaco/Switzerland)	Suez Bay, Egypt (25 January 1989)
90-045	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (5 March 1989)
91-025	World Hitachi Zosen (Panama)	Sameon, c/o World-Wide Shipping Agency Ltd. (Hong Kong)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Unidentified port, Persian Gulf (1 June 1990)
91-026	-same as above-	-same as above-	-same as above-	-same as above-		Kharg Island, Islamic Republic of Iran (unknown date)
89-021	World Nisseki (Liberia)		World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Europoort, Netherlands (19 January 1987)
89-022	-same as above-		-same as above-	-same as above-		Jebel Dhanna, Fateh Terminal, United Arab Emirates (5 April 1987)
91-027	World Prelude (Panama)	Clover Co. S.A. (Panama)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Unidentified port, Persian Gulf (1 December 1990)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
91-062	-same as above-	-same as above-	-same as above-	-same as above-		Mina al Fahal, Oman (1 April 1989)
89-023	World Progress (Liberia)	Liberian Begonia Transports Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Group (Hong Kong)		Fateh Terminal, United Arab Emirates (21 November 1986)
89-024	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (24 December 1986)
89-025	-same as above-	-same as above-	-same as above-	-same as above-		Jebel Dhanna, Das Island, United Arab Emirates (19 June 1987)
89-026	-same as above-	-same as above-	-same as above-	-same as above-	Total (France)	Jebel Dhanna, United Arab Emirates (1 August 1987)
89-027	-same as above-	-same as above-	-same as above-	-same as above-		Jebel Dhanna, Fateh Terminal, United Arab Emirates (17 November 1987)
89-028	-same as above-	-same as above-	-same as above-	-same as above-		Ras Shukheir, Zeit Bay, Egypt, and Jeddah, Saudi Arabia (31 May 1988)
89-029	-same as above-	-same as above-	-same as above-	-same as above-		Ras Shukkeir, Zeit Bay, Egypt (23 July 1988)
89-030	-same as above-	-same as above-	-same as above-	-same as above-		Unknown (September 1988)
89-031	-same as above-	-same as above-	-same as above-	-same as above-		Jebel Dhanna, Fateh Terminal, United Arab Emirates (22 November 1988)
91-028	World Progress (Panama)	-same as above-	-same as above-	World-Wide Shipping Agency Ltd. (Hong Kong)		Unidentified port, Persian Gulf (October 1990)
1988	World Renown (Liberia)	Liberian Jaguar Transports Inc. (Hong Kong)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)	Sigmoil (United Kingdom)	Persian Gulf (11 May 1987)
89-032	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Juaymah Terminal, Saudi Arabia (16 March 1987)
89-033	-same as above-	-same as above-	-same as above-	-same as above-		Persian Gulf (May 1987 and 24 January 1988)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
89-034	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal United Arab Emirates, Mina al Fahal, Oman (24 January 1988)
89-035	-same as above-	-same as above-	-same as above-	-same as above-		Ras Gharib, Egypt (5 May 1988)
90-014	-same as above-	Liberian Jaguar Transports Inc. (Liberia)	-same as above-	-same as above-		Mina al Fahal, Oman (5 July 1989)
90-015	-same as above-	-same as above-	-same as above-	-same as above-	African Middle East Petroleum (Monaco/Switzerland)	Ras Shukheir, Egypt (23 October 1989)
91-029	World Renown (Panama)	Konease, c/o World-Wide Shipping	-same as above-	-same as above-		Unidentified port, Persian Gulf (March 1990)
91-030	-same as above-	-same as above-	-same as above-	-same as above-		Singapore (3 May 1990)
91-063	-same as above-	-same as above-	-same as above-	-same as above-		Ras Tanura, Saudi Arabia (19 May 1989)
89-037	World Summit (Liberia)	Liberian Serenity Transports Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Persian Gulf (September 1987) Larak Island, Islamic Republic of Iran
89-038	-same as above-	-same as above-	-same as above-	-same as above-		
91-304	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (10 March 1989)
1988	World Symphony (Liberia)	Chiswell Shipping Ltd. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)	Marubeni (Japan) Marc Rich and Co. AG (Switzerland)	Zirku Island, United Arab Emirates (26 September 1986) Halul Island, Qatar (unknown date)
1988	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Zirku Island, United Arab Emirates (late February/early March 1987)
89-039	-same as above-	-same as above-	-same as above-	-same as above-	Marc Rich and Co. AG (Switzerland)	Zirku Island, Fateh Terminal, United Arab Emirates (1 October 1986)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port(s) of departure (date of departure)
89-040	-same as above-	-same as above-	-same as above-	-same as above-	Marc Rich and Co. AG (Switzerland)	Zirku Island, United Arab Emirates (21 February 1987)
89-041	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Unknown
1988	World Truth (Liberia)	Liberian Haven Transports Inc. (Hong Kong)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Singapore Roads, Singapore (25 June 1985)
89-042	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (7 July 1987)
89-043	-same as above-	-same as above-	-same as above-	-same as above-		Singapore Roads, Singapore (19 September 1987)
89-044	World Victory (Liberia)	Brightness Co. S.A. (Panama)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Hovic, United States Virgin Islands (26 March 1987)
89-045	-same as above-	-same as above-	-same as above-	-same as above-		Islamic Republic of Iran (August 1987)
1988	World Xanadu (Liberia)	Liberian Courage Transports Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Fateh Terminal, United Arab Emirates and Mina al Fahal, Oman (27 October 1986)
89-046	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (26 October 1986)
89-047	-same as above-	-same as above-	-same as above-	-same as above-		Jebel Dhanna, Fateh Terminal, United Arab Emirates (10 December 1987)
89-048	-same as above-	-same as above-	-same as above-	-same as above-		Zirku Island, Das Island, United Arab Emirates (12 December 1987)
90-012	-same as above-	Liberian Courage Transports Inc. (Liberia)	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (3 September 1987)
90-013	-same as above-	-same as above-	-same as above-	-same as above-		Unidentified port, Islamic Republic of Iran (unknown date)

B. Communications between Governments and the Intergovernmental Group concerning cases of alleged violations reported between 1987 and 1991

1. In notes verbales dated 29 August 1991, the Permanent Mission of the Islamic Republic of Iran submitted information on cases of alleged violations. After considering the information, the Intergovernmental Group decided on the following. It was decided that the cases involving the ships Rafio (90-016) and Fellowship L. (90-033) should be removed from further consideration. The Group requested further information on the cases involving the ships Faroship L. (90-004); Rafio (90-017, 90-019, 90-020, 90-021, 90-022); Fellowship L. (90-031, 90-087); Boni (90-076); World Hitachi Zosen (90-026); Indiana (90-039); Azuro/Knockville (90-043); and World Victory (89-045). The Group decided that the Islamic Republic of Iran would no longer be associated with the cases of Friendship L. (90-026); Fortuneship L. (90-028, 90-029, 90-030); Dorian/Cotinga (90-034); and Azuro/Knockville (90-041, 90-042). The case involving the ship Louisiana (90-057) will be retained in the annex of the report. The Group submitted information to the Mission of Iran for its consideration on the case of Indiana (91-039).

2. In a note verbale dated 6 November 1991, the Permanent Mission of Norway submitted information on the cases involving the ships Brali (91-032) and Hoegh Favour (90-031). After considering the information, the Intergovernmental Group decided to request certificates of discharge from the Mission of Norway.

3. In a note verbale dated 12 September 1991, the Permanent Mission of Greece submitted information on cases of alleged violations reported in 1991. After considering the information, the Intergovernmental Group decided to request a certificate of discharge on the case involving the ship Patriotic (91-057) and requested further information on the cases involving the ship Aurora Borealis (91-047, 91-048).

4. In a note verbale dated 7 October 1991, the Permanent Mission of Italy submitted information on the case involving the ship Three Maj (91-051). The Intergovernmental Group decided to request a certificate of discharge.

5. In a note verbale dated 16 September 1991, the Permanent Mission of Bahrain submitted documentation on the cases involving the ships Singa Star, Biscaya and Gentle Breeze. After considering the documentation, the Intergovernmental Group decided to request Bahrain to take action with respect to the falsification of documents. The Intergovernmental Group also decided to remove from further consideration the case of Illinois (91-056).

6. In a note verbale dated 19 December 1991, the Permanent Mission of Germany submitted information with regard to the case involving the ship St. Nikolai (91-033). After considering the information, the Intergovernmental Group decided to request further information from the Missions of Norway and Mozambique.

7. In a note verbale dated 6 February 1992, the Permanent Mission of Qatar submitted information on cases of alleged violations. After considering the information, the Intergovernmental Group decided to remove the case of World Hitachi Zosen (89-020) and to retain the cases of Ethnic (90-010) and Patriotic (91-003) in the annex.

ANNEX II

Summary of cases of alleged violations reported in 1992

The listing of ships in this annex in no way implies a charge against or a passing of judgement on the individual States concerned or companies under their jurisdiction. The Intergovernmental Group is still verifying the information received, and it continues to depend on the cooperation extended to it by Governments.

92-001

1. The Aurora Australis is a tanker of 227,440 dead-weight tons registered under the flag of Liberia. It is owned by Aurora Australis Maritime Corp. (Liberia) and beneficially owned by Embiricos Shipping (Greece/United Kingdom). The manager is Buenamar Compania Naviera S.A. (Greece). It departed from Fateh Terminal, United Arab Emirates, on 29 July 1990. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 28 September 1990.

92-002

2. The same ship departed from Fateh Terminal, United Arab Emirates, on 17 November 1990 and arrived at Das Island, United Arab Emirates, on the same day. It departed from there on 18 November 1990. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on 7 December 1990.

92-003

3. The Aurora Borealis is a tanker of 237,183 dead-weight tons registered under the flag of Liberia. It is owned by Aurora Borealis Maritime Corp. (Liberia) and beneficially owned by Embiricos Shipping (Greece/United Kingdom). The manager is Buenamar Compania Naviera S.A. (Greece). It departed from Jebel Dhanna, United Arab Emirates, on 29 December 1989 and arrived at Mina al Fahal, Oman, on 31 December 1989. It departed from there on 1 January 1990. It is alleged to have delivered oil to South Africa before arriving at Mina al Ahmadi, Kuwait, on an unknown date and then at Zirku Island, United Arab Emirates, on 12 February 1990.

92-004

4. The same ship departed from unknown port(s) in May 1990 and it is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on 17 July 1990.

92-005

5. The same ship departed from Zirku Island, United Arab Emirates, on 22 July 1990 and arrived at Fujairah Anchorage on 23 July 1990. It departed on the same day and it is alleged to have delivered oil to South Africa before returning to Fujairah Anchorage on 18 August 1990.

92-006

6. The same ship departed from Ras Shukheir, Egypt, on 18 October 1990 and it is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on 18 November 1990.

92-007

7. The same ship departed from Fateh Terminal, United Arab Emirates, on 5 December 1990 and it is alleged to have delivered oil to South Africa before arriving at Fateh Terminal, United Arab Emirates, on 8 January 1991.

92-008

8. The Batis is a combination carrier of 155,089 dead-weight tons registered under the flag of Greece. It is owned by Batis Maritime Corp. (Liberia) and beneficially owned by Embiricos Shipping (Greece/United Kingdom). It is managed by Buenamar Compania Naviera S.A. (Greece). It departed from Ras Shukheir, Egypt, on 24 June 1990 and arrived at Zeit Bay Terminal, Egypt, on the same day. It departed from there on 28 June 1990 and it is alleged to have delivered oil to South Africa before passing through Gibraltar on 16 August 1990.

92-009

9. The same ship departed from Ras Isa Terminal, Yemen, on 25 March 1991. It is alleged to have delivered oil to South Africa before arriving at Taranto, Italy, on 5 May 1991.

92-010

10. The same ship departed from Zeit Bay Terminal, Egypt, on 26 June 1991 and arrived at Ras Shukheir, Egypt, on the same day. It departed from there on 28 June 1991. It is alleged to have delivered oil to South Africa before arriving at Port Angeles, United States, on 16 August 1991.

92-011

11. The Chryssi is a tanker of 227,440 dead-weight tons registered under the flag of Greece. It is owned by an unknown company (Greece) and beneficially owned by Embiricos Shipping (Greece/United Kingdom). The manager is Aeolos Management S.A. (Greece). It departed from Fateh Terminal, United Arab Emirates, on 23 September 1991. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 21 December 1991.

92-012

12. The Crete is a tanker of 237,183 dead-weight tons registered under the flag of Greece. It is owned by an unknown company (Greece) and beneficially owned by Embiricos Shipping (Greece/United Kingdom). The manager is Aeolos Management S.A. (Greece). It departed from Jebel Dhanna, United Arab Emirates, on 1 August 1991 and arrived at Fateh Terminal, United Arab Emirates, on 3 August 1991. It departed from there on the same day and it is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on 2 September 1991.

92-013

13. The Ethnic is a tanker of 290,767 dead-weight tons registered under the flag of Greece. It is owned by Moonlight Shipping Co. S.A. (Panama) and beneficially owned by C. M. Lemos (Greece/United Kingdom). The manager is Nereus Shipping S.A. (Greece). It departed from Fateh Terminal, United Arab Emirates, on 11 December 1990. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 18 January 1991.

92-014

14. The Illinois is a tanker of 290,767 dead-weight tons registered under the flag of Liberia. It is owned by Illinois Tanker Co. (Liberia) and beneficially owned by Hadjipateras Group c/o Peninsular Mar. (Greece/United Kingdom). The manager is Dorian (Hellas) S.A. (Greece). It departed from Kharg Island, Islamic Republic of Iran, on 2 September 1989. It is alleged to have delivered oil to South Africa before arriving at the Persian Gulf on an unknown date.

92-015

15. The Indiana is a tanker of 300,029 dead-weight tons registered under the flag of the Bahamas. It is owned by Indiana Transport Co. (Liberia) and beneficially owned by Hadjipateras Group c/o Peninsular Mar. (Greece/United Kingdom). The manager is Dorian (Hellas) S.A. (Greece). It departed from Tebig, Brazil, on 4 March 1990 and arrived at the Persian Gulf on an unknown date. It is alleged to have delivered oil to South Africa before arriving at the Persian Gulf around mid-May 1990.

92-016

16. The Connecticut is a tanker of 227,355 dead-weight tons registered under the flag of Liberia. It is owned by Connecticut Tanker Co. (Liberia) and beneficially owned by Hadjipateras Group c/o Peninsular Mar. (Greece/United Kingdom). The manager is Dorian (Hellas) S.A. (Greece). It departed from Fateh Terminal, United Arab Emirates, on 7 November 1990. It is alleged to have delivered oil to South Africa before arriving at Kharg Island, Islamic Republic of Iran, on 14 January 1991.

92-017

17. The Faroship L. is a tanker of 268,951 dead-weight tons registered under the flag of Greece. It is owned by Ceres Hellenic Shipping Enterprises (Greece) and beneficially owned by G. P. Livanos/Carras Group c/o Unisea (Greece/United Kingdom). The manager is Ceres Hellenic Shipping Enterprises (Greece). It departed from Zirku Island, United Arab Emirates, on 10 January 1989 and arrived at Fateh Terminal, United Arab Emirates, on the same day. It departed from there on 11 January 1989 and it is alleged to have delivered oil to South Africa before arriving at Khor Fakkan Anchorage, Persian Gulf, on 12 February 1989.

92-018

18. The Fellowship L. is a tanker of 264,108 dead-weight tons registered under the flag of Liberia. It is owned by Elgrandiosa Inc. (Liberia) and beneficially owned by G. P. Livanos/Carras Group c/o Unisea (Greece/United Kingdom). The manager is Ceres Hellenic Shipping Enterprises (Greece). It departed from Kharg Island, Islamic Republic of Iran, on an unknown date and arrived at Fateh Terminal, United Arab Emirates, on 18 June 1990. It departed from there on 19 June 1990 and it is alleged to have delivered oil to South Africa before arriving at Das Island, United Arab Emirates, on 21 July 1990.

92-019

19. The Fortuneship L. is a tanker of 268,081 dead-weight tons registered under the flag of Greece. It is owned by Elregina Inc. (Liberia) and beneficially owned by G. P. Livanos/Carras Group c/o Unisea (Greece/United Kingdom). The manager is Ceres Hellenic Shipping Enterprises (Greece). It departed from Kharg Island, Islamic Republic of Iran, on 30 July 1989. It is alleged to have delivered oil to South Africa before arriving at Khor Fakkan, Persian Gulf, on 6 September 1989.

92-020

20. The same ship departed from an unknown port in South Africa around mid-August 1989 and made a stop at an unknown port on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Khor Fakkan, Persian Gulf, on 6 September 1989.

92-021

21. The same ship departed from Zeit Bay Terminal, Egypt, on 15 November 1990 and arrived at Ras Shukheir, Egypt, on the same day. It departed from there on 18 November 1990 and arrived at Suez, Egypt, on 19 November 1990. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 4 February 1991.

92-022

22. The Freedomship L. is a tanker of 283,271 dead-weight tons registered under the flag of Greece. It is owned by Caroline Nav. Inc. (Liberia) and beneficially owned by G. P. Livanos/Carras Group c/o Unisea (Greece/United Kingdom). The manager is Ceres Hellenic Shipping Enterprises (Greece). It departed from Das Island, United Arab Emirates, on 19 May 1990 and arrived at Zirku Island, United Arab Emirates, on the same day. It departed from there on 21 May 1990 and it is alleged to have delivered oil to South Africa before arriving at Ras al Khafji, Saudi Arabia, on 21 June 1990.

92-023

23. The same ship departed from Sao Sebastiao, Brazil, on 1 August 1990. It is alleged to have delivered oil to South Africa before arriving at Fateh Terminal, United Arab Emirates, on 12 September 1990.

92-024

24. The Friendship L. is a tanker of 267,590 dead-weight tons registered under the flag of Greece. It is owned by Elfontana Inc. (Liberia) and beneficially owned by G. P. Livanos/Carras Group c/o Unisea (Greece/United Kingdom). The manager is Ceres Hellenic Shipping Enterprises (Greece). It passed through Suez on 26 June 1990 and made a stop at an unknown port in the Persian Gulf in July 1990. It is alleged to have delivered oil to South Africa.

92-025

25. The same ship passed through Suez on 8 October 1991 and made a stop at unknown port(s) in the Persian Gulf on unknown date(s). It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates, on 28 November 1991.

92-026

26. The same ship departed from Jebel Dhanna, United Arab Emirates, on 29 November 1991 and arrived at Zirku Island, United Arab Emirates, on 1 December 1991. It departed from there on 2 December 1991 and it is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 21 January 1992.

92-027

27. The Sailor is a tanker of 232,397 dead-weight tons registered under the flag of the Bahamas. It is owned by Seaward Shipping Inc. (Liberia). It is beneficially owned and managed by Coulouthros Ltd. (United Kingdom/Greece). It departed from Ras Shukheir, Egypt, on 4 November 1991. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 13 December 1991.

92-028

28. The Brittany is a tanker of 233,348 dead-weight tons registered under the flag of Panama. It is owned by Pine Shipping Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Fateh Terminal, United Arab Emirates, on 24 April 1991. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 3 June 1991.

92-029

29. The Eastern Courage is a tanker of 267,807 dead-weight tons registered under the flag of Panama. It is owned by an unknown company (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed Jebel Dhanna, United Arab Emirates, on 30 August 1991. It is alleged to have delivered oil to South Africa before arriving at Ras Shukheir, Egypt, on 13 November 1991.

92-030

30. The same ship departed from Ras Shukheir, Egypt, on 16 November 1991. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 23 December 1991.

92-031

31. The Eastern Power is a tanker of 275,553 dead-weight tons registered under the flag of Panama. It is owned by an unknown company (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). The owner of the cargo was Suez Oil Company (Egypt). It departed from Zeit Bay Terminal, Egypt, on 29 March 1991. It is alleged to have delivered oil to South Africa before its arrival at Jebel Dhanna, United Arab Emirates, on 5 May 1991.

92-032

32. The Eastern Promise is a tanker of 268,638 dead-weight tons registered under the flag of Liberia. It is owned by Norwick Co. Ltd. (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Fateh Terminal, United Arab Emirates, on 29 April 1991 and arrived at Das Island, United Arab Emirates, on the same day. It departed from there on 1 May 1991 and it is alleged to have delivered oil to South Africa before arriving at Fateh Terminal, United Arab Emirates, on 2 June 1991.

92-033

33. The Graz is a tanker of 233,335 dead-weight tons registered under the flag of Liberia. It is owned by Richmore Company Ltd. (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Das Island, United Arab Emirates, on an unknown date and arrived at Fateh Terminal, United Arab Emirates, on 25 December 1990. It departed from there on 29 December 1990 and it is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 24 January 1991.

92-034

34. The Pisa is a tanker of 276,422 dead-weight tons registered under the flag of Panama. It is owned by an unknown company (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Managers Ltd. (Bermuda). It passed through Suez on 6 May and made a stop at an unknown port in the Middle East on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 10 September 1991.

92-035

35. The Rome is a tanker of 274,531 dead-weight tons registered under the flag of Panama. It is owned by an unknown company (Panama) and beneficially

owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Managers Ltd. (Bermuda). It departed from Kharg Island, Islamic Republic of Iran, on an unknown date. It arrived at Fateh Terminal, United Arab Emirates, on 18 April 1991 and departed the next day. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 18 May 1991.

92-036

36. The World Brasilia is a tanker of 283,761 dead-weight tons registered under the flag of Panama. It is owned by an unknown company (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Managers Ltd. (Bermuda). It departed from Jebel Dhanna, United Arab Emirates, on 3 June 1991 and arrived at Zirku Island, United Arab Emirates, on the same day. It departed from there on 6 June 1991 and it is alleged to have delivered oil to South Africa before arriving at Fateh Terminal, United Arab Emirates, on 13 July 1991.

92-037

37. The same ship departed from Fateh Terminal, United Arab Emirates, on 15 July 1991. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on an unknown date, and then at Bahrain on 10 November 1991.

92-038

38. The World Champion is a tanker of 273,117 dead-weight tons registered under the flag of Liberia. It is owned by Necomark Shipping Group (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Zeit Bay Terminal, Egypt, on 17 September 1991 and arrived at Ras Shukheir, Egypt, on the same day. It departed from there on 19 September 1991 and it is alleged to have delivered oil to South Africa before arriving at Mina al Fahal, Oman, on 24 October 1991.

92-039

39. The same ship arrived at Pasir Gudang, Malaysia, on 9 June 1991 and departed on an unknown date. It arrived at unknown port(s) on unknown date(s) and it is alleged to have delivered oil to South Africa before arriving at Jeddah, Saudi Arabia, on 8 September 1991.

92-040

40. The World Harmony is a tanker of 259,596 dead-weight tons registered under the flag of Panama. It is owned by Canwood Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Jebel Dhanna, United Arab Emirates, on 22 April 1991 and arrived at Zirku Island, United Arab Emirates, on 23 April 1991. It departed from there the next day and it is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 24 May 1991.

92-041

41. The same ship departed from Fateh Terminal on 23 June 1991. It is alleged to have delivered oil to South Africa before arriving at Hamriyah Terminal, United Arab Emirates.

92-042

42. The World Pendant is a tanker of 265,316 dead-weight tons registered under the flag of Panama. It is owned by Colindale Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). The ship departed for Zeit Bay Terminal, Egypt, on 21 April 1991 and arrived at Ras Shukheir, Egypt, on the same day. It departed from there on 23 April 1991 and it is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 27 June 1991.

92-043

43. The World Phoenix is a tanker of 276,052 dead-weight tons registered under the flag of Panama. It is owned by Swallow Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Managers Ltd. (Bermuda). It passed through Suez on 30 September 1991 and arrived at unknown port(s) in the Persian Gulf on unknown date(s). It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 14 November 1991.

92-044

44. The World Prelude is a tanker of 265,243 dead-weight tons registered under the flag of Panama. It is owned by Clover Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Ras Shukheir, Egypt, on 22 February. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 27 March 1991.

92-045

45. The World Prospect is a tanker of 275,984 dead-weight tons registered under the flag of Panama. It is owned by Purbeck Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Managers Ltd. (Bermuda). It departed from Fateh Terminal, United Arab Emirates, on 28 June 1991 and arrived at Das Island, United Arab Emirates, on 29 June 1991. It departed from there on 2 July 1991 and it is alleged to have delivered oil to South Africa before arriving at Fateh Terminal, United Arab Emirates, on 8 August 1991.

92-046

46. The World Renown is a tanker of 262,267 dead-weight tons registered under the flag of Liberia. It is owned by Liberian Jaguar Transports Inc. (Liberia)

and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Khor Fakkan, Persian Gulf, on 16 July 1991. It made calls at unknown port(s) in the Persian Gulf on unknown date(s). It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 9 October 1991.

92-047

47. The World Summit is a tanker of 260,064 dead-weight tons registered under the flag of Liberia. It is owned by Liberian Serenity Transports Inc. (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Managers Ltd. (Bermuda). The ship sailed off Khor Fakkan, Persian Gulf, on 7 June 1991 and arrived at Kharg Island, Islamic Republic of Iran, on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Khor Fakkan, Persian Gulf, on 13 July 1991.

92-048

48. The World Xanadu is a tanker of 264,170 dead-weight tons registered under the flag of Liberia. It is owned by Liberian Courage Transports Inc. (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Fateh Terminal, United Arab Emirates. It is alleged to have delivered oil to South Africa before sailing to the Persian Gulf on an unknown date.

92-049

49. The World Hitachi Zosen is a tanker of 298,904 dead-weight tons registered under the flag of Panama. It is owned by an unknown company (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Jebel Dhanna, United Arab Emirates, on 22 October 1991 and arrived at Fateh Terminal, United Arab Emirates, on the next day. It departed from there on 24 October 1991 and it is alleged to have delivered oil to South Africa before arriving at an unknown port(s) in the Persian Gulf in November 1991.

92-050

50. The same ship departed from a South African port in early November 1991. It made calls at an unknown port(s) in the Middle East in November 1991. It is alleged to have delivered oil to South Africa before arriving at Das Island, United Arab Emirates, on 24 December 1991.

92-051

51. The Alki is a tanker of 232,600 dead-weight tons registered under the flag of Cyprus. It is owned by Great Alki Navigation Co. Ltd. (Cyprus) and beneficially owned and managed by Seaarland Shipping Management GmbH (Austria). It departed from South Africa in early October 1989 and arrived at an unknown port in October 1989. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, Persian Gulf, on 17 November 1989.

92-052

52. The same ship departed from Fateh Terminal, United Arab Emirates, on 2 April 1991. It is alleged to have delivered oil to South Africa before arriving at Europoort, Netherlands, on 21 May 1991.

92-053

53. The same ship departed from Fateh Terminal, United Arab Emirates, on 13 August 1991. It is alleged to have delivered oil to South Africa before arriving at Mina al Fahal, Oman, on 25 September 1991.

92-054

54. The Pacificos is a tanker of 268,467 dead-weight tons registered under the flag of Cyprus. It is owned by Gibbon Shipping Ltd. (Cyprus) and beneficially owned by Kulukundis Group c/o Off Shore Oil S. (United Kingdom). The manager is Saipan S.S. Corp. c/o Kassos Maritime (Greece). The owner of the cargo was African Middle East Petroleum Co. Ltd. (Monaco/Switzerland). It departed from Zeit Bay, Egypt, on 26 April 1990 and arrived at Ras Shukheir, Egypt, on the same day. It departed from there on 27 April 1990. It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates, on 6 June 1990.

92-055

55. The same ship departed from Jebel Dhanna, United Arab Emirates, on 7 June 1990 and arrived at Fateh Terminal, United Arab Emirates, on 8 June 1990. It departed from there on the next day and it is alleged to have delivered oil to South Africa before arriving at Kharg Island, Islamic Republic of Iran, on 16 July 1990 and Ain Sukhna, Egypt, on 29 July 1990.

92-056

56. The same ship passed through the Suez Canal on 4 February 1991 and made calls at an unknown port(s) in the Middle East on unknown dates. It is alleged to have delivered oil to South Africa before arriving in the Persian Gulf late March 1991.

92-057

57. The Aias is a tanker of 259,442 dead-weight tons registered under the flag of Cyprus. It is owned by Anole Marine Co. Ltd. (Cyprus) and beneficially owned by an unknown company c/o Pleiades Shipping Agents (Greece). The manager is Pegasus Ocean Services Ltd. (United Kingdom). The owner of the cargo was Marimpex (Germany). The ship departed from Fateh Terminal, United Arab Emirates, on 7 February 1990. It is alleged to have delivered oil to South Africa before arriving at Kharg Island, Islamic Republic of Iran.

92-058

58. The same ship departed from Jebel Dhanna, United Arab Emirates, on 29 September 1991 and arrived at Zirku Island, United Arab Emirates, on

1 October 1991. It departed from there on the same day and it is alleged to have delivered oil to South Africa before arriving at Jeddah, Saudi Arabia, on 19 November 1991.

92-059

59. The Argos is a tanker of 219,175 dead-weight tons registered under the flag of Liberia. It is owned by Bankton Shipping Inc. (Liberia) and beneficially owned by an unknown company c/o Pleiades Shipping Agents (Greece). The manager is Pegasus Ocean Services Ltd. (United Kingdom). The ship departed from Fateh Terminal, United Arab Emirates, on 22 December 1989. It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates, on 17 February 1990.

92-060

60. The Eastern Trust is a tanker of 270,985 dead-weight tons registered under the flag of the United Kingdom. It is owned by Airlease International Nominees Ltd. (United Kingdom) and beneficially owned by Peninsular and Oriental (United Kingdom). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). The ship departed from Freeport, Bahamas, on 16 August 1990. It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates, on 31 October 1990.

92-061

61. The same ship departed from Fateh Terminal, United Arab Emirates, on 27 April 1991. It is alleged to have delivered oil to South Africa before arriving at Kharg Island, Islamic Republic of Iran, on an unknown date.

92-062

62. The Indiana is a tanker of 300,029 dead-weight tons registered under the flag of the Bahamas. It is owned by Indiana Transport Co. (Liberia) and beneficially owned by Hadjipateras Group c/o Peninsular Mar. (Greece/United Kingdom). The manager is Dorian (Hellas) S.A. (Greece). The ship departed from Fujairah Anchorage, Persian Gulf, on 3 July 1991 and arrived at an unknown port in the Persian Gulf on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, Persian Gulf, on 25 September 1991.

92-063

63. The Obo Engin is a combination carrier of 78,075 dead-weight tons registered under the flag of Turkey. It is owned by Ermar Deniz Tasimiciligi A.S. (Turkey) and beneficially owned and managed by Marti Shipping and Trading Co. Inc. (Turkey). The owner of the cargo was AIC Ltd. (Bermuda/Monaco). The ship departed from Amsterdam, Netherlands, on 8 December 1990 and arrived at Europoort, Netherlands, on 9 December 1990. It departed from there on 10 December 1990 and passed through the Dover Strait/Brixham, United Kingdom, on 11 December 1990. It is alleged to have delivered oil to South Africa before arriving at Rotterdam, Netherlands, on 11 February 1991.

92-064

64. The Obo Basak is a combination carrier of 103,312 dead-weight tons registered under the flag of Turkey. It is owned by Denmar Denizcilik Ve Ticaret A.S. (Turkey) and beneficially owned and managed by Marti Shipping and Trading Co. Inc. (Turkey). The ship departed from Amsterdam, Netherlands, on 11 February 1991. It is alleged to have delivered oil to South Africa before arriving at Europoort, Netherlands, on 19 April 1991.

92-065

65. The Obo Deniz is a combination carrier of 103,312 dead-weight tons registered under the flag of Turkey. It is owned by an unknown company (Turkey) and beneficially owned and managed by Marti Shipping and Trading Co. Inc. (Turkey). The ship departed from Port de Bouc, France, on 25 January 1991 and passed west through Gibraltar, on 28 January 1991. It is alleged to have delivered oil to South Africa before arriving at Nacala, Mozambique, on 8 March 1991

92-066

66. The Obo Vega is a combination carrier of 97,947 dead-weight tons registered under the flag of Turkey. It is owned by Ermar Deniz Tasimiciligi A.S. (Turkey) and beneficially owned and managed by Marti Shipping and Trading Co. Inc. (Turkey). The ship departed from Amsterdam, Netherlands, on 25 July 1991. It is alleged to have delivered oil to South Africa before arriving at Antwerp, Belgium, on 24 September 1991.

92-067

67. The same ship departed from Suez, Egypt, on 15 May 1991 and arrived at Jeddah, Saudi Arabia, on 27 May 1991. It departed from there on an unknown date and it is alleged to have delivered oil to South Africa before arriving at Las Palmas, Canary Islands, on 5 July 1991.

92-331

68. The Sailor is a tanker of 232,397 dead-weight tons registered under the flag of the Bahamas. It is owned by Seaward Shipping Inc. (Liberia) and beneficially owned and managed by Coulouthros Ltd. (United Kingdom/Greece). The ship departed from Ras Shukheir, Egypt, on 4 November 1991. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 13 December 1991.

92-332

69. The Doha is a tanker of 275,396 dead-weight tons registered under the flag of Panama. It is owned by an unknown company (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). The ship departed from Jebel Dhanna, United Arab Emirates, on 17 December 1991 and arrived at Fateh Terminal, United Arab Emirates, on 18 December 1991. It departed from there on the next day. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 1 February 1992.

92-333

70. The Crete is a tanker of 237,183 dead-weight tons registered under the flag of Greece. It is owned by an unknown company (Greece) and beneficially owned by Embiricos Shipping (Greece/United Kingdom). The manager is Aeolos Management S.A. (Greece). The ship departed from Jebel Dhanna, United Arab Emirates, on 5 January 1992 and arrived at Das Island, United Arab Emirates, on the same day. It departed from there on 8 January 1992 and it is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 12 February 1992.

92-334

71. The Pisa is a tanker of 276,422 dead-weight tons registered under the flag of Panama. It is owned by an unknown company (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Managers Ltd. (Bermuda). The ship departed from Jebel Dhanna, United Arab Emirates, on 25 February 1992 and arrived at Fateh Terminal, United Arab Emirates, on the next day. It departed from there on 27 February 1992 and it is alleged to have delivered oil to South Africa before arriving at Ras al Khafji, Saudi Arabia, on an unknown date. It departed from there on 4 April 1992.

92-335

72. The Hellespont Orpheum is a tanker of 315,700 dead-weight tons registered under the flag of the Marshall Islands. It is owned by Hellespont Orpheum Corp. (Liberia) and beneficially owned and managed by Papachristidis Ltd. (United Kingdom/Greece). The ship departed from Fateh Terminal, United Arab Emirates, on 26 January 1992 and stopped at Kharg Island, Islamic Republic of Iran, on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, Persian Gulf, on an unknown date. It arrived at Fateh Terminal, United Arab Emirates, on 10 March 1992.

92-336

73. The same ship departed from Fateh Terminal, United Arab Emirates, on 12 March 1992 and it is alleged to have delivered oil to South Africa.

92-337

74. The Hellespont Paradise is a tanker of 315,700 dead-weight tons registered under the flag of the Marshall Islands. It is owned by Hellespont Paradise Corp. (Liberia) and beneficially owned and managed by Papachristidis Ltd. (United Kingdom/Greece). The ship passed through Suez, Egypt, on 9 November 1991 and stopped at Yanbu, Saudi Arabia, on unknown dates. It is alleged to have delivered oil to South Africa before arriving at Fateh Terminal, United Arab Emirates, on 11 December 1991.

92-338

75. The same ship departed from Fateh Terminal, United Arab Emirates, on 13 December 1991. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 8 January 1992.

92-339

76. The Obo Engin is a combination carrier of 78,075 dead-weight tons registered under the flag of Turkey. It is owned by Ermar Deniz Tasimiciligi A.S. (Turkey) and beneficially owned and managed by Marti Shipping and Trading Co. Inc. (Turkey). The cargo was owned by East Coast Group (United Kingdom). The ship departed from Melilli, Italy, on 18 October 1987 and arrived at La Skhira Roads, Tunisia, on 19 October 1987. It departed from there on an unknown date. It arrived at La Skhira, Tunisia, on 28 October 1987 and departed from there on 30 October 1987. It is alleged to have delivered oil to South Africa before passing through Gibraltar on 25 December 1987 and arriving at Tarragona, Spain, on 26 December 1987.

92-340

77. The Azuro is a tanker of 268,863 dead-weight tons registered under the flag of Liberia. It is owned by Azuro Shipping Corp. (Liberia) and beneficially owned by Marimpex (Germany). The manager is Alpha Tankschiffahrt-Beteiligungs A.G. (Switzerland). The owner of the cargo was Marimpex (Germany). The ship departed from Jeddah, Saudi Arabia, on 23 May 1988 and made stops at unknown ports in the Persian Gulf in June 1988. It is alleged to have delivered oil to South Africa before arriving at Jeddah, Saudi Arabia, on 12 August 1988.

92-341

78. The World Victory is a tanker of 237,011 dead-weight tons registered under the flag of Panama. It is owned by Brightness Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). The owner of the cargo was Marimpex (Germany). The ship departed from unknown ports and it is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates, on 17 October 1988.

ANNEX III

Survey of unclarified tanker calls at South African ports reported in 1991

The listing of ships in this annex in no way implies a charge against or a passing of judgement on the individual States concerned or companies under their jurisdiction. The Intergovernmental Group is still verifying the information received, and it continues to depend on the cooperation extended to it by Governments.

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
91-065	Ambra Hawk	Norway	Ras Tanura, Saudi Arabia	Saldanha Bay	19 June 1990 (post)
91-066	Ambra Hunter	Norway	Singapore	Saldanha Bay	25 June 1990 (pre)
91-067	Ambra Hunter	Norway	Tubarao, Brazil	Saldanha Bay	21 August 1990 (post)
91-068	Andros Aries	Greece	Singapore	Saldanha Bay	13 March 1990 (post)
91-069	Arapaho	Hong Kong	New Orleans, United States	Richards Bay	23 March 1990 (post)
91-070	Arrow Combiner	Norway	Brixham, United Kingdom	Saldanha Bay	3 March 1990 (post)
91-071	Atsuta Maru	Japan	Singapore	Saldanha Bay	9 March 1990 (post)
91-072	Atsuta Maru	Japan	Singapore	Saldanha Bay	26 September 1990 (post)
91-073	Bakri Navigator	Panama	Toamasina, Madagascar	Durban	22 September 1990
91-074	Bakri Navigator	Panama	Toamasina, Madagascar	Durban	5 January 1990
91-076	Barbarossa	Italy	Rio Grande, Brazil	Durban	25 January 1990

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
91-077	Barbarossa	Italy	Pasir Gudang, Malaysia	Durban	12 April 1990
91-079	Barbarossa	Italy	Bahia Blanca, Argentina	Durban	18 November 1990
91-080	Batis	Greece	Djibouti	Saldanha Bay	27 February 1990 (post)
91-081	Berge Odel	Norway	Mobile, United States	Richards Bay	3 May 1990
91-082	Berge Athene	Norway	Port Walcott, Australia	Saldanha Bay	28 December 1990
91-083	Bergebonde	Norway	Baltimore, United States	Richards Bay	28 March 1990 (post)
91-084	Bergsbonde	Norway	Hampton Roads, United States	Richards Bay	14 January 1991
91-086	Betula	Norway	Toamasina, Madagascar	Durban	10 May 1990
91-087	Botany Triton	Panama	Fremantle, Australia	Durban	4 January 1991
91-088	Botany Troubadour	Panama	Albany, Australia	Durban	31 March 1990
91-089	Botany Tradition	Panama	Fremantle, Australia	Durban	25 May 1990
91-090	Botany Tradition	Panama	Buenos Aires	Cape Town	6 August 1990 (pre)
91-091	Botany Tradition	Panama	Fremantle, Australia	Durban	18 September 1990

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
91-093	Botany Tradition	Panama	Fremantle, Australia	Durban	7 January 1991
91-094	Botany Trinity	Panama	Adelaide, Australia	Durban	5 March 1991
91-097	Bow Fortune	Norway	Dar es Salaam	Durban	17 December 1990
91-098	Bow Sun	Norway	Singapore	Durban	12 April 1990
91-099	Bow Sun	Norway	Mombasa, Kenya	Durban	19 August 1990
91-100	Bow Spring	Norway	Singapore	Durban	8 February 1990
91-101	Bow Cedar	Norway	Buenos Aires	Durban	31 March 1990
91-102	Bow Cedar	Norway	Dar es Salaam	Durban	22 October 1990
91-104	Bow Fighter	Norway	Mombasa, Kenya	Durban	10 September 1990
91-106	Bow Sky	Norway	Morehead City, United States	Durban	29 April 1990
91-107	Bow Star	Norway	New Orleans, United States	Durban	25 February 1990
91-108	Bow Star	Norway	El Jorf Lasfar, Morocco	Durban	1 December 1990
91-109	Bow Sea	Norway	Morehead City, United States	Durban	8 August 1990
91-110	Bow Sea	Norway	Texas City, United States	Durban	21 January 1990

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
91-112	British Ranger	Gibraltar	Kharg Island, Islamic Republic of Iran	Walvis Bay, Namibia	19 February 1990
91-115	Calluna	Netherlands	Nacala, Mozambique	Durban	25 May 1990
91-116	Calluna	Netherlands	Rotterdam, Netherlands	Durban	5 August 1990
91-117	Calluna	Netherlands	Mombasa, Kenya	Cape Town	24 October 1990 (post)
91-118	Championventure L.	Norway	Santos, Brazil	Durban	16 February 1990
91-119	Chembulk Clipper	Liberia	Buenos Aires	Durban	30 October 1990
91-121	Chemi Pioneer	Liberia	Puerto Bolivar, Colombia	Cape Town	2 January 1991 (pre)
91-122	Chuy c/	Brazil	Houston, United States	Durban	4 April 1990
91-123	Cielo di Roma d/	Italy	Kandla, India	Cape Town	1 January 1990 (post)
91-124	Combi Sun	Norway	Mombasa, Kenya	Richards Bay	25 December 1990
91-125	Conny	Liberia	Mombasa, Kenya	Durban	17 November 1990
91-126	Cornelian	Panama	Zeebrugge, Belgium	Saldanha Bay	6 April 1990 (post)
91-127	Cornelian	Panama	Amsterdam, Netherlands	Saldanha Bay	31 October 1990 (pre)
91-128	Deborah	Liberia	Port Walcott, Australia	Saldanha Bay	15 April 1990 (post)
91-129	Diamond	Norway	Mombasa, Kenya	Richards Bay	18 February 1990 (post)
91-130	Dimini Star	Panama	Mombasa, Kenya	Durban	3 July 1990 (pre)
91-131	Dolores	Norway	Dar es Salaam	Durban	17 December 1990

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
91-132	E B Carrier	Turkey	Hampton Roads, United States	Richards Bay	6 November 1990 (pre)
91-133	Elbe Ore	Liberia	Seven Islands, Canada	Saldanha Bay	13 April 1990
91-135	Essi Flora	Norway	Fremantle, Australia	Durban	19 January 1990
91-136	Essi Flora	Norway	Mombasa, Kenya	Durban	22 June 1990
91-137	Essi Flora	Norway	Mombasa, Kenya	Durban	19 November 1990
91-138	Eternity e/	Singapore	Cilacap, Indonesia	Durban	12 February 1990
91-139	Everton	Panama	Puerto Cabello, Venezuela	Durban	16 July 1990
91-140	Falkanger e/	Norway	Cilacap, Indonesia	Cape Town	7 February 1990
91-141	Far Carrier	Norway	Rio Grande, Brazil	Durban	29 May 1990
91-143	Garden Green	Liberia	Wakayama, Japan	Saldanha Bay	19 March 1990 (pre)
91-144	Garden Green	Liberia	Singapore	Saldanha Bay	3 July 1990 (post)
91-145	Global Star	Greece	Europoort, Netherlands	Richards Bay	30 May 1990 (post)
91-146	Global Ling	Liberia	Singapore	Saldanha Bay	22 September 1990 (post)
91-151	Golden Unicorn	Bahamas	Buenos Aires	Durban	26 May 1990
91-152	Golden Oak	Panama	Dar es Salaam	Durban	12 January 1990
91-153	Grazia	Liberia	New Orleans, United States	Durban	21 October 1990

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
91-154	Griparion	Cyprus	Las Palmas, Spain	Richards Bay	5 January 1990 (post)
91-157	Hassel	Panama	Huelva, Spain	Durban	3 February 1990
91-158	Hoegh Falcon	Bahamas	Amsterdam, Netherlands	Richards Bay	10 May 1990 (pre)
91-159	Hoegh Falcon	Bahamas	Dar es Salaam	Richards Bay	28 November 1990 (post)
91-161	Hudson Bay	Panama	Europoort, Netherlands	Saldanha Bay	25 June 1990 (pre)
91-162	Hydrus	Italy	Ymuiden, Netherlands	Saldanha Bay	30 March 1990
91-163	Irenes Destiny	Greece	Hampton Roads, United States	Richards Bay	1 April 1990 (pre)
91-164	Irenes Destiny	Greece	Singapore	Richards Bay	6 May 1990 (post)
91-165	Iver Hawk	Norway	Rio Grande, Brazil	Durban	3 June 1990
91-166	Jahre Rose	Norway	Hampton Roads, United States	Richards Bay	6 March 1990 (post)
91-167	Jo Hegg	Liberia	St. Helena	Durban	8 October 1990
91-168	Jo Lonn	Netherlands	Morehead City, United States	Durban	17 February 1990
91-169	Jo Rowan	Norway	Santos, Brazil	Durban	31 January 1990
91-171	Jo Cypress	Netherlands	Dar es Salaam	Richards Bay	23 March 1990 (post)
91-172	Jo Cypress	Netherlands	St. Helena	Cape Town	1 July 1990 (pre)
91-173	Jo Cypress	Netherlands	St. Helena	Durban	28 January 1991

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
91-174	Jubilee Venture	Liberia	Maceio, Brazil	Durban	20 December 1990
91-175	Kakuko Maru	Japan	Dampier, Australia	Cape Town	6 June 1990
91-176	Kashee	Cyprus	Singapore	Unidentified port	10 January 1991 (post)
91-177	Katerina P.	Liberia	Dar es Salaam	Durban	20 December 1990
91-178	Kiho Maru	Japan	Kakogawa, Japan	Saldanha Bay	30 May 1990 (pre)
91-179	Kilchem Baltic	Bahamas	Dar es Salaam	Durban	8 August 1990
91-181	Kira	Panama	Tenerife, Spain	Durban	16 March 1990
91-182	Kira	Panama	Le Havre, France	Durban	7 June 1990
91-184	Kira	Panama	Huela, Spain	Durban	14 August 1990
91-185	Kira	Panama	Rio de Janeiro, Brazil	Durban	29 October 1990
91-186	Linardos	Malta	Las Palmas, Spain	Saldanha Bay	7 November 1990 (post)
91-187	Maasdijk	Norway	Singapore	Durban	8 January 1991
91-188	Magic Mercury	Liberia	Buenos Aires	Cape Town	1 March 1990 (pre)
91-189	Magic Mercury	Liberia	Buenos Aires	Durban	16 April 1990
91-190	Magic Mercury	Liberia	San Lorenzo, Argentina	Durban	13 June 1990
91-191	Magic Sky	Liberia	Rio Grande, Brazil	Durban	11 May 1990
91-192	Mandan	Hong Kong	New Orleans, United States	Richards Bay	23 May 1990 (pre)

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
91-193	Mandan	Hong Kong	Hampton Roads, United States	Richards Bay	25 October 1990 (pre)
91-195	Marigola	Italy	Tees, United Kingdom	Durban	25 May 1990
91-197	Magic Lady	Liberia	Rio Grande, Brazil	Durban	23 May 1990
91-198	Mount Athos	Cyprus	Singapore	Saldanha Bay	5 April 1990 (post)
91-199	Mount Athos	Cyprus	Singapore	Richards Bay	14 October 1990 (post)
91-200	NCC Yamanah	Norway	Algeciras, Spain	Durban	30 April 1990
91-201	NCC Madinah	Norway	Morehead City, United States	Cape Town	5 April 1990
91-202	NCC Madinah	Norway	Tampa, United States	Durban	17 September 1990
91-203	NCC Tihamah	Norway	Tees, United Kingdom	Durban	9 August 1990
91-205	NCC Najran	Norway	Tenerife, Spain	Durban	9 January 1991
91-206	NCC Baha	Norway	Kuantan, Malaysia	Durban	21 November 1990
91-208	NCC Jouf	Norway	Mombasa, Kenya	Durban	12 March 1990
91-209	NCC Jouf	Norway	Dar es Salaam	Durban	24 July 1990
91-210	Norgas Voyager	Norway	Tees, United Kingdom	Richards Bay	6 July 1990 (pre)
91-211	Norgas Runner	Norway	Terneuzen, Netherlands	Durban	9 February 1990
91-212	Obo Deniz	Turkey	Hampton Roads, United States	Saldanha Bay	15 March 1990 (post)

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
91-213	Obo Engin	Turkey	Amsterdam, Netherlands	Saldanha Bay	9 August 1990 (pre)
91-214	Ocean Campaigner	Taiwan Province of China	Singapore	Durban	3 September 1990
91-215	Ocean Campaigner	Taiwan Province of China	Singapore	Richards Bay	16 December 1990 (post)
91-216	Ocean Carrier	Cyprus	Genoa, Italy	Saldanha Bay	18 December 1990 (post)
91-217	Ocean Merchant	Cyprus	Las Palmas, Spain	Saldanha Bay	18 December 1990 (post)
91-218	Ocean Servant	Liberia	Gijón, Spain	Saldanha Bay	28 September 1990 (pre)
91-219	Ocean Mandarin	Taiwan Province of China	Kakogawa, Japan	Richards Bay	17 June 1990 (pre)
91-220	Ocean Sovereign	Cyprus	Singapore	Richards Bay	21 February 1990 (post)
91-221	Ocean Sovereign	Cyprus	Singapore	Unidentified port	12 July 1990 (post)
91-222	Ocean Sovereign	Cyprus	Singapore	Richards Bay	15 October 1990 (post)
91-223	Owl Producer d/	Norway	Balikpapan, Indonesia	Durban	2 March 1990
91-224	Pawnee	Hong Kong	New Orleans, United States	Richards Bay	28 May 1990 (post)
91-225	Petrobulk Silvera	Norway	Buenos Aires	Durban	6 July 1990
91-226	Pinoak	Liberia	Singapore	Richards Bay	7 August 1990 (post)
91-227	Pinoak	Liberia	Hampton Roads, United States	Saldanha Bay	24 November 1990 (post)

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
91-228	Rhine Ore	Panama	Singapore	Saldanha Bay	27 January 1990
91-229	Rhine Ore	Panama	Singapore	Saldanha Bay	4 June 1990
91-230	Rhine Ore	Panama	Port Walcott, Australia	Saldanha Bay	19 October 1990 (post)
91-231	Rokko Sun	Panama	Singapore	Richards Bay	23 January 1990 (pre)
91-232	Rokko Sun	Panama	Singapore	Saldanha Bay	17 July 1990 (post)
91-233	Rokko Sun	Panama	Tenerife, Spain	Saldanha Bay	8 February 1991 (post)
91-234	Roxanne	Bahamas	Houston, United States	Cape Town	6 July 1990 (pre)
91-235	Roxanne	Bahamas	Mombasa, Kenya	Durban	17 January 1991
91-236	Sanko Cherry	Liberia	Singapore	Port Elizabeth	14 November 1990 (post)
91-238	Sea Commander	Cyprus	Singapore	Richards Bay	2 February 1990 (post)
91-239	Sea Commander	Cyprus	Singapore	Richards Bay	20 July 1990 (post)
91-240	Sea Victory	Liberia	Unknown port	Richards Bay	10 January 1991 (pre)
91-241	Seatern	Norway	Toamasina, Madagascar	Durban	14 March 1990
91-243	Skrim	Panama	Singapore	Saldanha Bay	25 May 1990 (post)
91-244	Skrim	Panama	Singapore	Saldanha Bay	25 December 1990 (post)
91-245	Stainless Sailor	Panama	New Orleans, United States	Durban	19 May 1990

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
91-246	Stainless Sailor	Panama	New Orleans, United States	Durban	31 August 1990
91-247	Stainless Sailor	Panama	Dar es Salaam	Durban	23 November 1990
91-248	Stainless Leader	Panama	New York, United States	Durban	24 February 1990
91-249	Stainless Leader	Panama	Pointe Noire, Congo	Durban	24 June 1990
91-250	Stainless Leader	Panama	New Orleans, United States	Durban	23 October 1990
91-251	Stainless Duke	Panama	Buenos Aires	Durban	6 August 1990
91-252	Stainless Duke	Panama	St. Anna Bay, Netherlands Antilles	Durban	2 December 1990
91-253	Stainless Mariner	Panama	Abidjan	Durban	13 April 1990
91-254	Stainless Mariner	Panama	Mtwara, United Republic of Tanzania	Durban	16 August 1990
91-255	Stainless Mariner	Panama	Port-of-Spain	Cape Town	2 January 1991 (pre)
91-256	Stainless Governor	Panama	Las Palmas, Spain	Durban	20 March 1990
91-257	Stainless Governor	Panama	Madre de Deus, Brazil	Durban	1 July 1990
91-258	Stainless Governor	Panama	Luanda	Durban	13 September 1990
91-259	Stainless Governor	Panama	Abidjan	Cape Town	5 December 1990 (pre)
91-260	Stainless Fighter	Bahamas	Europoort, Netherlands	Cape Town	22 October 1990 (pre)
91-261	Stainless Supporter	Panama	Las Palmas, Spain	Durban	8 March 1990

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
91-262	Stainless Supporter	Panama	Rotterdam, Netherlands	Durban	24 July 1990
91-263	Stainless Supporter	Panama	Rio de Janeiro, Brazil	Durban	23 November 1990
91-264	Stainless Commander	Panama	Lagos, Nigeria	Durban	21 January 1990
91-265	Star Delaware	Bahamas	Tenerife, Spain	Saldanha Bay	21 August 1990
91-266	Statrader	Norway	Kharg Island, Islamic Republic of Iran	Durban	14 January 1991
91-267	Stolt Surf	Liberia	Port Kelang, Malaysia	Cape Town	18 January 1991 (pre)
91-268	Stolt Excellence	Liberia	St. Helena	Durban	25 January 1990
91-269	Stolt Excellence	Liberia	Morehead City, United States	Durban	6 September 1990
91-270	Stolt Eagle	Liberia	Aratu, Brazil	Durban	18 September 1990 (post)
91-272	Stolt Eagle	Liberia	Aratu, Brazil	Durban	4 January 1991 (post)
91-274	Stolt Hawk	Liberia	Singapore	Unidentified port	7 November 1990 (pre)
91-275	Stolt Hawk	Liberia	Aratu, Brazil	Durban	29 November 1990 (post)
91-276	Stolt Topaz	Liberia	Aratu, Brazil	Durban	26 November 1990
91-277	Stolt Alliance	Panama	Mombasa, Kenya	Richards Bay	1 April 1990 (post)
91-278	Stolt Resolute	Liberia	Santos, Brazil	Durban	1 December 1990
91-279	Svangen	Panama	Mombasa, Kenya	Durban	24 September 1990

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
91-280	Theogennitor	Cyprus	Dar es Salaam	Saldanha Bay	20 October 1990 (post)
91-281	Tenhiro	Panama	Lagos, Nigeria	Durban	7 February 1990
91-282	Tenhiro	Panama	Beira, Mozambique	Durban	27 August 1990
91-283	Tenhyaku	Panama	Rosario, Argentina	Durban	6 September 1990
91-284	Tiber Ore	Liberia	Ymuiden, Netherlands	Saldanha Bay	25 December 1990
91-285	Trade Endeavor	Liberia	Mobile, United States	Richards Bay	6 June 1990 (pre)
91-286	USA Maru	Japan	Singapore	Saldanha Bay	21 March 1990 (post)
91-288	Verazzano	Italy	Pointe Noire, Congo	Durban	17 April 1990
91-289	Vergo	Greece	Fujairah Anchorage, Persian Gulf	Richards Bay	24 August 1990 (post)
91-290	Wind Spirit	Norway	Dar es Salaam	Durban	15 November 1990
91-291	World Recovery	Greece	Singapore	Saldanha Bay	18 May 1990 (post)
91-292	World Duality	Liberia	Singapore	Richards Bay	22 April 1990 (post)
91-293	World Duality	Liberia	Singapore	Saldanha Bay	10 August 1990 (post)
91-295	World Duet	Liberia	Singapore	Richards Bay	8 July 1990 (post)
91-296	Yusr	Panama	Singapore	Durban	16 February 1991
91-297	Zeus	Greece	Singapore	Saldanha Bay	25 February 1990 (post)
91-298	Zeus	Greece	Tobata, Japan	Saldanha Bay	22 July 1990 (post)

(Footnotes to table)

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a/ Last known porting refers to the last port at which a call was reported prior to the first reporting of the ship at a South African port, according to the sources of information available to the Intergovernmental Group. The inclusion of this information does not imply that any oil possibly delivered to South Africa in such cases was necessarily loaded at that port.

b/ In cases where a date for the first South African porting was not available, the dates of the prior porting, or the next subsequent porting, are given, whichever is closer, and the notations "post" or "pre" are used, respectively.

c/ The Mission of Brazil informed the Group that the ship's cargo of propylene oil tetramer was delivered to Indonesia.

d/ According to the Mission of India, the ship unloaded its cargo of gas oil at the port of Kandla, India.

e/ The Mission of Indonesia informed the Group that the ships delivered naphtha to the United States.

ANNEX IV

Survey of unclarified tanker calls at South African ports reported in 1992

The listing of ships in this annex in no way implies a charge against or a passing of judgement on the individual States concerned or companies under their jurisdiction. The Intergovernmental Group is still verifying the information received, and it continues to depend on the cooperation extended to it by Governments.

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
92-070	Adalya	Turkey	Baltimore, United States	Richards Bay	18 July 1991 (pre)
92-071	Adalya	Turkey	Port Kembla, Australia	Cape Town	2 December 1991 (pre)
92-072	Adalya	Turkey	Las Palmas, Spain	Richards Bay	15 June 1991 (pre)
92-073	Akova	Turkey	Mobile, United States	Richards Bay	27 August 1991 (pre)
92-074	Alborz	Iran (Islamic Republic of)	Unidentified port, Iran (Islamic Republic of)	Cape Town	30 May 1991
92-075	Aldebaran IV	Panama	San Lorenzo, Argentina	Durban	26 September 1991
92-076	Alki	Cyprus	Fateh Terminal, United Arab Emirates	Saldanha Bay	2 April 1991 (post)
92-077	Alpha Sky	Greece	Zeebrugge, Belgium	Saldanha Bay	16 July 1991 (post)
92-078	Alsama Alarabia	Liberia	Tebig, Brazil	Algoa Bay	16 September 1991
92-079	Alster Star	Cyprus	Port Walcott, Australia	Saldanha Bay	29 May 1991 (pre)

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
92-080	Ambra Harpoon	Norway	Ponta do Ubu, Brazil	Saldanha Bay	30 August 1991 (pre)
92-084	Ambra Hunter	Norway	Singapore	Saldanha Bay	22 June 1991 (pre)
92-085	Amphion	Panama	Mombasa, Kenya	Durban	3 November 1991
92-086	Anatoli	Bahamas	Abidjan	Cape Town	23 November 1991 (post)
92-088	Aniara	Liberia	Dar es Salaam	Durban	2 July 1991
92-089	Arapaho	Liberia	Mobile, United States	Richards Bay	5 January 1991 (pre)
92-090	Ararat	Panama	Singapore	Richards Bay	2 May 1991 (post)
92-091	Florida Express	Bahamas	Singapore	Cape Town	16 March 1991 (post)
92-092	Athenian Fidelity	Cyprus	La Plata, Argentina	Durban	13 July 1991
92-093	Athenian Olympics	Cyprus	Bahrain	Durban	8 March 1991
92-094	Atlantic Sea	Panama	Penang, Malaysia	Durban	25 July 1991
92-095	Atlas Trader	Malta	San Lorenzo, Argentina	Durban	16 August 1991
92-098	Atsuta Maru	Japan	Singapore	Saldanha Bay	6 March 1991 (post)
92-102	Batis	Greece	Suez, Egypt	Saldanha Bay	12 March 1991 (post)
92-105	Berge Odel	Norway	Singapore	Richards Bay	12 June 1991
92-106	Berthea	Norway	Rio de Janeiro, Brazil	Durban	27 February 1991
92-107	Betula	Norway	Mombasa, Kenya	Unidentified port	18 March 1991 (post)
92-108	Betula	Norway	Mombasa, Kenya	Durban	28 June 1991 (post)

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
92-109	Betula	Norway	Mombasa, Kenya	Richards Bay	18 September 1991 (post)
92-110	Blue Sapphire	Liberia	Bahia Blanca, Argentina	Durban	29 August 1991
92-112	Botany Tradition	Panama	Adelaide, Australia	Durban	21 April 1991
92-114	Botany Triton	Panama	Beira, Mozambique	Durban	18 April 1991
92-115	Botany Triton	Panama	Adelaide, Australia	Durban	10 September 1991
92-116	Botany Troubador	Panama	Fremantle, Australia	Durban	21 July 1991
92-117	Botany Troubadour	Panama	Adelaide, Australia	Durban	15 January 1992
92-118	Botany Troubadour	Panama	Fremantle, Australia	Durban	24 March 1992
92-119	Bow Cedar	Norway	Singapore	Richards Bay	3 October 1991 (post)
92-122	Bow Hunter	Norway	Santana, Brazil	Cape Town	13 June 1991 (post)
92-123	Bow Fortune	Norway	Port Kelang, Malaysia	Durban	30 April 1991
92-124	Bow Fortune	Norway	Pasir Gudang, Malaysia	Durban	20 October 1991
92-125	Bow Pioneer	Norway	Morehead City, United States	Cape Town	23 May 1991 (pre)
92-126	Bow Sea	Norway	Texas City, United States	Durban	21 January 1991

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
92-127	Bow Sky	Norway	Mombasa, Kenya	Durban	21 September 1991
92-128	Bow Sky	Norway	Morehead City, United States	Cape Town	28 November 1991
92-129	Bow Spring	Norway	Singapore	Durban	8 February 1991
92-130	Bow Spring	Norway	El Jorf Lasfar, Morocco	Durban	5 July 1991
92-131	Bow Spring	Norway	Pasir Gudang, Malaysia	Durban	11 December 1991
92-132	Bunga Kesumba	Malaysia	Bahía Blanca, Argentina	Durban	20 November 1991
92-133	Bunga Selasih	Malaysia	Karachi, Pakistan	Durban	3 April 1991
92-134	Bunga Selasih	Malaysia	Rio Grande, Brazil	Durban	26 May 1991
92-135	Bunga Selasih	Malaysia	Rio Grande, Brazil	Durban	8 January 1992
92-136	Bunga Sepang	Malaysia	Rosario, Argentina	Durban	28 July 1991
92-137	Bunga Sepang	Malaysia	Bahía Blanca, Argentina	Durban	21 December 1991
92-138	Calluna	Netherlands	Dar es Salaam	Cape Town	24 January 1991 (post)
92-139	Calluna	Netherlands	Beira, Mozambique	Richards Bay	5 May 1991 (post)
92-140	Calluna	Netherlands	Tees, United Kingdom	Cape Town	17 November 1991 (pre)
92-141	Calluna	Netherlands	St. Helena	Durban	10 January 1992
92-142	Championventure L	Norway	Santos, Brazil	Durban	16 February 1991
92-143	Championventure L	Norway	Port Kelang, Malaysia	Durban	4 April 1991
92-145	Chembulk Clipper	Liberia	Jeddah, Saudi Arabia	Durban	25 July 1991

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
92-146	Chemi Pioneer	Liberia	Hampton Roads, United States	Richards Bay	7 July 1991 (post)
92-147	Chemical Symphony	Panama	San Nicolas, Argentina	Durban	18 September 1991
92-148	Chuy	Brazil	New Tuticorin, India	Durban	19 November 1991
92-149	Obo Elif	Norway	Fujairah Anchorage, Persian Gulf	Richards Bay	28 May 1991
92-150	Combi Sun	Norway	Singapore	Richards Bay	28 June 1991 (pre)
92-151	Combi Sun	Norway	Singapore	Richards Bay	29 November 1991 (pre)
92-152	Compass Navigator	Marshall Islands	Europoort, Netherlands	Saldanha Bay	16 September 1991 (pre)
92-153	Cornelian	Panama	Amsterdam, Netherlands	Saldanha Bay	31 October 1991 (pre)
92-155	Diaporos	Greece	Talcahuano, Chile	Richards Bay	18 September 1991 (post)
92-156	Diletta F.	Bahamas	Bombay, India	Durban	28 February 1991
92-157	Dolores	Norway	Rosario, Argentina	Durban	22 May 1991
92-158	Dolores	Norway	Rio Grande, Brazil	Durban	19 October 1991
92-159	Eitrheim	Norway	Rio Grande, Brazil	Durban	1 December 1991
92-160	Elbe Maru	Japan	Singapore	Richards Bay	13 November 1991 (pre)
92-163	Energos	Saint Vincent and the Grenadines	Beira, Mozambique	East London	2 April 1991
92-164	Energos	Saint Vincent and the Grenadines	Beira, Mozambique	East London	19 May 1991 (pre)

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
92-165	Energos	Saint Vincent and the Grenadines	Beira, Mozambique	East London	9 June 1991
92-166	Energos	Saint Vincent and the Grenadines	Mauritius	Durban	31 October 1991 (pre)
92-167	Energos	Saint Vincent and the Grenadines	Mauritius	Cape Town	19 November 1991
92-168	Energos	Saint Vincent and the Grenadines	Abidjan	Cape Town	12 January 1992
92-169	Energy	Bahamas	Fujairah Anchorage, Persian Gulf	Saldanha Bay	16 June 1991 (pre)
92-170	Equator Express	Liberia	Singapore	Richards Bay	13 May 1991 (pre)
92-171	Essi Flora	Norway	Fremantle, Australia	Durban	28 March 1991
92-172	Essi Flora	Norway	St. Anna Bay, Netherlands Antilles	Durban	18 July 1991
92-173	Essi Flora	Norway	Pointe-à-Pierre, Trinidad and Tobago	Cape Town	1 November 1991
92-174	Falcon Princess	United States	New Orleans, United States	Durban	28 August 1991
92-175	Falcon Princess	United States	Maputo	Durban	15 September 1991
92-176	Falcon Princess	United States	San Nicholas Bay, Netherlands Antilles	Durban	21 November 1991
92-177	Falcon Princess	United States	Mombasa, Kenya	Durban	30 December 1991
92-178	Ferncape	Norway	Madre de Deus, Brazil	Cape Town	23 January 1991 (post)

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
92-179	Freeman	Malta	Rio de Janeiro, Brazil	Durban	22 November 1991
92-180	Fujihoshi	Malta	Penang, Malaysia	Durban	15 December 1991
92-181	Fujihoshi	Malta	Apapa/Lagos, Nigeria	Durban	21 January 1991
92-182	Fujihoshi	Malta	Penang, Malaysia	Durban	16 March 1991
92-184	Hansa Vega	Norway	L.O.O.P. Terminal, United States	Algoa Bay	15 August 1991
92-185	Hoegh Favour	Bahamas	Amsterdam, Netherlands	Richards Bay	8 October 1991 (pre)
92-186	Hoegh Fountain	Bahamas	Singapore	Richards Bay	21 May 1991 (pre)
92-187	Hoko Nova	Bahamas	Texas City, United States	Durban	26 June 1991 (pre)
92-188	Hudson Bay 1	Panama	Singapore	Richards Bay	17 February 1992 (pre)
92-189	Iver Falcon	Norway	Las Palmas, Spain	Port Elizabeth	13 September 1991 (pre)
92-190	Jo Aspen	Liberia	Rotterdam, Netherlands	Durban	26 August 1991
92-191	Jo Cypress	Netherlands	Bahia Blanca, Argentina	Durban	3 March 1991
92-192	Jo Cypress	Netherlands	Tees, United Kingdom	Cape Town	1 June 1991 (pre)
92-193	Jo Cypress	Netherlands	St. Helena	Durban	16 October 1991 (pre)
92-194	Jo Hegg	Liberia	Rotterdam, Netherlands	Durban	25 April 1991
92-195	Jugometal	Yugoslavia	Zeebrugge, Belgium	Saldanha Bay	27 September 1991 (pre)
92-196	Kashee	Cyprus	Port Hedland, Australia	False Bay	28 May 1991

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
92-197	Katarina	Bahamas	Unknown port	Durban	6 April 1991
92-198	Konpolis	Liberia	Dar es Salaam	Richards Bay	15 September 1991 (post)
92-199	Latia	Liberia	Juaymah Terminal, Saudi Arabia	False Bay	29 June 1991 (pre)
92-202	Linardos	Malta	Gibraltar	Cape Town	4 November 1991 (pre)
92-203	Long Challenger	Liberia	Sepetiba Terminal, Brazil	Saldanha Bay	15 September 1991
92-204	Louise	Liberia	Dar es Salaam	Cape Town	26 February 1991 (pre)
92-205	Lucky Transporter	Liberia	Lyme, United Kingdom	Unidentified port	6 October 1991 (pre)
92-206	Lumière	United Kingdom	Maputo	Port Elizabeth	30 December 1991
92-207	Magic Lady	Liberia	Penang, Malaysia	Durban	24 March 1991
92-208	Magic Lady	Liberia	Singapore	Durban	29 November 1991
92-209	Margaletta	Panama	Penang, Malaysia	Durban	1 August 1991
92-210	Margaletta	Panama	Rosario, Argentina	Durban	15 December 1991
92-211	Marika	Liberia	Singapore	Saldanha Bay	3 July 1990 (post)
92-212	Marika	Liberia	Fukuyama, Japan	Saldanha Bay	2 November 1991 (post)
92-213	Marika	Liberia	Kashima, Japan	Unidentified port	23 February 1991 (pre)
92-214	Mekhanik Garovnik	Soviet Union	San Juan, Puerto Rico, United States	Durban	11 March 1991
92-215	Mekhanik Garovnik	Soviet Union	La Plata, Argentina	Durban	11 March 1991
92-216	Mekhanik Kharchenko	Cyprus	La Plata, Argentina	Durban	14 March 1991

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
92-217	Mekhanik Kharchenko	Cyprus	Madras, India	Durban	7 May 1991
92-218	Merity	Brazil	Dakar	Durban	25 November 1991
92-219	Mimosa	Norway	Ras Tanura, Saudi Arabia	Algoa Bay	6 August 1991
92-220	Mount Athos	Cyprus	Europoort, Netherlands	Saldanha Bay	29 July 1991 (pre)
92-221	Murano	Bahamas	Jeddah, Saudi Arabia	Saldanha Bay	9 August 1991 (pre)
92-222	Nafsika M.	Cyprus	Las Palmas, Spain	Saldanha Bay	16 September 1991 (post)
92-223	NCC Asir	Norway	Texas City, United States	Durban	14 April 1991
92-224	NCC Asir	Norway	Visakhapatnam, India	Richards Bay	10 June 1991 (pre)
92-225	NCC Baha	Norway	Visakhapatnam, India	Cape Town	5 April 1990
92-226	NCC Baha	Norway	Unidentified port	Durban	2 December 1991
92-227	NCC Gizan	Norway	Houston, United States	Durban	24 August 1991
92-228	NCC Gizan	Norway	Unknown port	Durban	28 February 1991
92-229	NCC Jouf	Norway	Dakar	Durban	30 March 1991
92-230	NCC Jouf	Norway	Texas City, United States	Cape Town	19 October 1991 (pre)
92-231	NCC Jouf	Norway	Aden	Durban	6 December 1991
92-232	NCC Madinah	Norway	Singapore	Durban	28 August 1991
92-233	NCC Madinah	Norway	Singapore	Durban	3 January 1992

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
92-234	NCC Najran	Norway	Houston, United States	Cape Town	19 January 1992
92-235	NCC Tihamah	Norway	Penang, Malaysia	Durban	23 November 1991
92-236	NCC Yamamah	Norway	Mombasa, Kenya	Durban	18 March 1991
92-237	NCC Yamamah	Norway	Port Kelang, Malaysia	Durban	11 July 1991
92-238	NCC Yamamah	Norway	El Jorf Lasfar, Morocco	Durban	30 August 1991
92-239	NCC Yamamah	Norway	Tees, United Kingdom	Durban	8 January 1992
92-240	Norgas Voyager	Norway	Houston, United States	Richards Bay	20 December 1991
92-241	Nortank Gulf	Norway	Cotonou, Benin	Durban	26 September 1991 (pre)
92-242	Nortank Gulf	Norway	Toamasina, Madagascar	Cape Town	2 October 1991 (post)
92-243	Obo Basak	Turkey	Amsterdam, Netherlands	Richards Bay	11 February 1991 (post)
92-244	Obo Engin	Turkey	St. Eustatius, Netherlands Antilles	Saldanha Bay	18 December 1991 (post)
92-245	Obo Vega	Panama	Jeddah, Saudi Arabia	Saldanha Bay	27 May 1991 (post)
92-246	Obo Vega	Panama	Amsterdam, Netherlands	Richards Bay	25 July 1991 (post)
92-247	Obo Vega	Panama	Jeddah, Saudi Arabia	Richards Bay	6 December 1991 (post)
92-248	Ocean Campaigner	Taiwan Province of China	Singapore	Richards Bay	22 August 1991 (post)
92-249	Ocean Centurion	Cyprus	Mobile, United States	Saldanha Bay	22 January 1992 (post)
92-250	Ocean Mandarin	Taiwan Province of China	Singapore	Richards Bay	13 July 1991 (post)

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
92-251	Ocean Mandarin	Taiwan Province of China	Singapore	Richards Bay	14 November 1991 (post)
92-252	Aida	Netherlands	Singapore	Richards Bay	3 December 1991 (post)
92-253	Ocean Sovereign	Cyprus	Singapore	Richards Bay	8 March 1991 (post)
92-254	Ocean Sovereign	Cyprus	Singapore	Richards Bay	10 December 1991
92-255	Odyssea	Greece	Pulau Bukom, Singapore	Saldanha Bay	6 July 1991 (post)
92-256	Pacific S	Turkey	Mombasa, Kenya	Richards Bay	26 August 1991 (post)
92-257	Panthir	Cyprus	Jeddah, Saudi Arabia	Richards Bay	16 November 1991 (post)
92-258	Pawnee	Hong Kong	Fujairah Anchorage, Persian Gulf	Richards Bay	23 August 1991 (post)
92-259	Permeke	Luxembourg	Ymuiden, Netherlands	Saldanha Bay	20 November 1991 (post)
92-260	Perseverance	Singapore	Bahia Blanca, Argentina	Durban	10 February 1991
92-261	Perseverance	Singapore	Bahia Blanca, Argentina	Durban	13 March 1992
92-262	Pinoak	Liberia	Singapore	Richards Bay	5 February 1991 (post)
92-263	Pinoak	Liberia	Hampton Roads, United States	Richards Bay	18 June 1991 (post)
92-264	Pinoak	Liberia	Singapore	Richards Bay	5 September 1991 (post)
92-265	Pinoak	Liberia	Europoort, Netherlands	Richards Bay	24 October 1991 (post)
92-266	Probo Baro	Norway	Singapore	Durban	18 October 1991

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
92-268	Protoklitos 4/ Ocean Voyager	Cyprus	Singapore	Saldanha Bay	16 June 1991 (post)
92-269	Protoklitos 4/ Ocean Voyager	Cyprus	Singapore	Richards Bay	11 August 1991 (post)
92-270	Ocean Servant	Liberia	Gijón, Spain	Saldanha Bay	28 September 1990 (pre)
92-271	Ocean Servant	Liberia	Las Palmas, Spain	Saldanha Bay	21 February 1991 (post)
92-272	Rokko San	Panama	Sepetiba Terminal, Brazil	Unidentified port	6 October 1991 (post)
92-273	Rokko San	Panama	Singapore	Richards Bay	6 December 1991 (post)
92-274	Roxanne	Bahamas	San Lorenzo, Argentina	Durban	30 May 1991
92-275	Saar Ore	Liberia	Hamburg, Germany	Saldanha Bay	3 August 1991 (pre)
92-276	Saar Ore	Liberia	Hamburg, Germany	Saldanha Bay	7 February 1992 (pre)
92-277	San Nicholas	Greece	Necochea, Argentina	Cape Town	24 October 1991
92-278	Santa Anna	Greece	Singapore	Durban	22 May 1991
92-279	Sea Braves	Liberia	Port Kelang, Malaysia	Durban	8 September 1991
92-281	Sea Commander	Cyprus	Singapore	Richards Bay	30 December 1991 (post)
92-282	Searambler	Malta	Apapa/Lagos, Nigeria	Durban	29 December 1991
92-283	Shawnee	Hong Kong	Mobile, United States	Saldanha Bay	29 May 1991 (pre)
92-284	Shawnee	Hong Kong	Mobile, United States	Richards Bay	2 October 1991 (post)
92-285	Shelley	Liberia	Fremantle, Australia	Durban	17 December 1991

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
92-286	Smederevo	Yugoslavia	Singapore	Saldanha Bay	28 June 1991 (pre)
92-287	Smederevo	Yugoslavia	Gibraltar	Richards Bay	23 July 1991 (post)
92-289	South Breeze	Norway	Fujairah Anchorage, Persian Gulf	Cape Town	19 March 1991 (post)
92-290	Southern Garland	Panama	Pointe Noire, Congo	Richards Bay	6 April 1991 (post)
92-291	St. Emilion	United States	New Orleans, United States	Durban	21 July 1991
92-292	St. John	Cyprus	Europoort, Netherlands	Saldanha Bay	18 March 1991 (pre)
92-293	Stainless Commander	Panama	Dar es Salaam	Durban	17 June 1991 (pre)
92-294	Stainless Governor	Panama	Texas City, United States	Unidentified port	27 September 1991 (pre)
92-295	Stainless Governor	Panama	St. Anna Bay, Netherlands Antilles	Durban	30 October 1991 (post)
92-296	Stainless Mariner	Panama	Lisbon	Richards Bay	7 August 1991 (pre)
92-297	Stainless Sailor	Panama	Huelva, Spain	Durban	29 September 1991 (pre)
92-298	Stainless Sailor	Panama	Huelva, Spain	Richards Bay	18 February 1992 (pre)
92-299	Stainless Supporter	Panama	Las Palmas, Spain	Durban	5 April 1991 (pre)
92-300	Stolt Falcon	Liberia	Port Kelang, Malaysia	Cape Town	4 December 1991
92-301	Stolt Sydness	Liberia	Sikka, India	Richards Bay	2 May 1991 (post)
92-302	Tenhyaku	Panama	Beira, Mozambique	Durban	22 March 1991
92-303	Tenhyaku	Panama	Fremantle, Australia	Durban	26 June 1991

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
92-304	Theogennitor	Cyprus	Leghorn, Italy	Richards Bay	22 October 1991 (post)
92-305	Tomoe 305	Panama	Devonport, Australia	Durban	9 September 1991
92-306	Tove Cob	Singapore	Rio Grande, Brazil	East London	30 May 1991 (pre)
92-307	Trade Endeavor	Liberia	Baltimore, United States	Richards Bay	2 July 1991 (post)
92-308	Trade Endeavor	Liberia	Singapore	Richards Bay	15 September 1991 (post)
92-309	Trade Nomad	Cyprus	Singapore	Richards Bay	24 May 1991 (post)
92-310	Trade Nomad	Cyprus	Singapore	Richards Bay	28 December 1991 (post)
92-311	Turpial	Venezuela	Dakar	Durban	30 July 1991
92-312	USA Maru	Japan	Singapore	Saldanha Bay	10 January 1991 (post)
92-313	Venice	Liberia	Puerto Bolivar, Colombia	Richards Bay	17 December 1990 (post)
92-314	Viking Venture	Liberia	Bahrain	Durban	13 November 1991 (pre)
92-315	Viking Venture	Liberia	Mauritius	Durban	28 November 1991 (pre)
92-316	Viking Venture	Liberia	Beira, Mozambique	Durban	6 December 1991 (pre)
92-317	Viking Venture	Liberia	Beira, Mozambique	Durban	16 December 1991
92-318	Viking Venture	Liberia	Mauritius	Durban	31 December 1991
92-319	Viking Venture	Liberia	Beira, Mozambique	Durban	19 January 1992
92-320	Viking Venture	Liberia	Beira, Mozambique	Durban	1 February 1992
92-321	Viking Venture	Liberia	Beira, Mozambique	Durban	21 March 1992

Case number	Ship	Country of registration	Last known porting a/	First South African porting	Date of first South African porting b/
92-322	Western Guardian	Germany	Karachi, Pakistan	Richards Bay	8 June 1991 (post)
92-323	Wind Challenger	Norway	Beira, Mozambique	Durban	29 December 1990
92-324	Wind Challenger	Norway	Matanzas, Venezuela	Durban	22 April 1991
92-325	World Duality	Liberia	Singapore	Saldanha Bay	19 May 1991 (post)
92-326	World Duality	Liberia	Mizushima, Japan	Richards Bay	22 July 1991 (post)
92-327	World Duet	Liberia	Singapore	Saldanha Bay	15 March 1991 (pre)
92-328	World Duet	Liberia	Europoort, Netherlands	Saldanha Bay	10 August 1991 (post)
92-329	World Eminence	Liberia	Juaymah Terminal, Saudi Arabia	False Bay	7 May 1991
92-330	World Recovery	Greece	Semangka Bay, Indonesia	Cape Town	30 March 1991

a/ Last known porting refers to the last port at which a call was reported prior to the first reporting of the ship at a South African port, according to the sources of information available to the Intergovernmental Group. The inclusion of this information does not imply that any oil possibly delivered to South Africa in such cases was necessarily loaded at that port.

b/ In cases where a date for the first South African porting was not available, the dates of the prior porting, or the next subsequent porting, are given, whichever is closer, and the notations "pre" or "post" are used, respectively.

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